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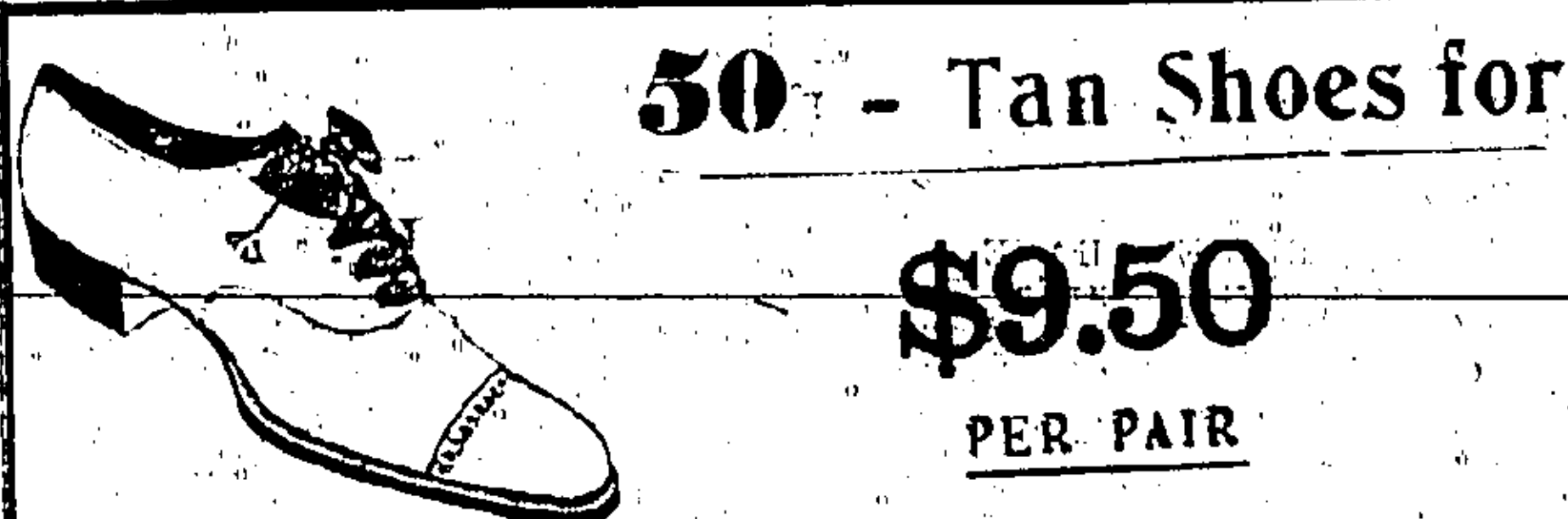
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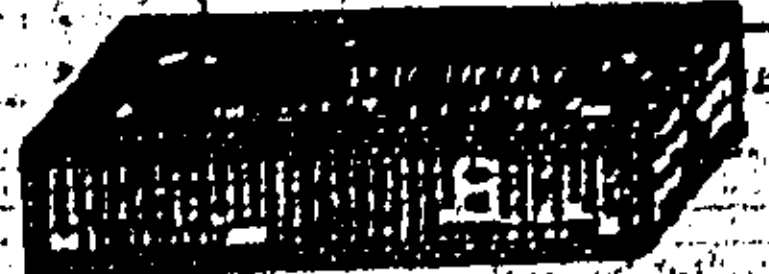
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THE MAKING OF THE ALLIANCE.
HOW THE TREATY CAME TO BE MADE.

From a translation appearing in our columns (*Japan Chronicle*) a day or two ago, it will be seen that the *Asahi* constitutes an exception to the chorus of approval with which the proposed renewal of the Anglo-Japanese Alliance has been greeted in Japan. The fact is of interest, as the *Asahi* is an independent journal, less amenable to these curious influences which from time to time seem to run through the Japanese Press and make it appear to speak with one voice. To-day, with Russia no longer a Power with which agreements can be made, for division of spheres of influence, even the *Yamato* is enthusiastically in favour of the renewal of the alliance with England; yet in 1916, when negotiations were in progress for an offensive and defensive alliance with Tsarist Russia, and Britain's prospects of victory were not altogether bright, the *Yamato* very successfully dissuaded its

love for the alliance with England and was quite prepared to kick it downstairs. Even the *Asahi* looks back somewhat regretfully to the time when Japan could chaffer with both Powers. In the opinion of our contemporary the moment chances to be unfavourable for Japan to expect the renewal of the Alliance with England on any favourable terms. "When the Alliance was first concluded," says the *Osaka Journal*, "there was a possibility of Japan joining hands with Russia, and this was a strong card in the hands of the Japanese authorities in conducting negotiations with the British Government, but at the present time Japan has no such card." The *Asahi* is not quite correct in saying that in 1902, when the first agreement was made with England, there was a possibility of Japan joining hands with Russia. That was a pure piece of bluff. Count Hayashi exposed the details of the intrigue in his *Secret Memoirs*. One of the most curious facts about the Anglo-Japanese Alliance is that it was first suggested by Baron von Eckhardstein, who was German Charge d'Affaires in London in 1901, and whose proposal, made in a conversation with Lord Salisbury, was taken up by the British Government. On doing so he found that Lord Lansdowne, the Secretary for Foreign Affairs, was favourable, but suggested that a third country could also be admitted, from which Count Hayashi deduced that there had already been a conversation on the subject between Lord Lansdowne and the German Charge d'Affaires. Tokyo was kept informed of what was going on, but there was some difficulty in getting the subject attended to, as Japan was in the throes of a Cabinet crisis as a result of which the Ministry fell and the Katsura Ministry with substantial support from the militarists came into power.

It was at this moment that the late Sir Claude MacDonald, then British Minister at Tokyo, came on the scene, and with remarkable sagacity suggested to Count Hayashi what proved an excellent card to play. On July 15th, Sir Claude, then on leave of absence in England, called on Count Hayashi and said he had seen both the King and Lord Salisbury, the premier, who both approved of an alliance with Japan, but as such an alliance would be a departure from British tradition in foreign policy, it might take some time, and Lord Salisbury was a little afraid that in the delay Japan and Russia might form an alliance. Lord Salisbury did not know of Sir Claude's indiscretion or in all probability there would have been a diplomatic vacancy in Tokyo. For the conversation gave Hayashi an idea which he proceeded instantly to put into effect. "I therefore telegraphed to my Government," he says, "details of my conversation with Sir Claude, and as the British Government was nervous of a possible alliance between Japan and Russia, if my Government would hint that Japan and Russia would combine if there were no prospect of the successful conclusion of the proposed Anglo-Japanese Alliance, the British Government would be stimulated into making a favourable agreement." By this time Germany had dropped out of the conversation, owing apparently to the objection of Lord Salisbury. Soon afterwards Hayashi saw Lansdowne and expressed to him the fears of Japan that if Russia strengthened her position in Manchuria, she would eventually absorb Korea, which would be a danger to Japan. "Now please tell me," said Lansdowne, "when Russia proposed to make Korea a buffer State, why did Japan refuse to agree?" Hayashi was ready with his reply. Korea could not maintain a neutral position as the Koreans were totally incapable of governing themselves. As regards China, what Japan wanted was to maintain the principle of the open door and the territorial integrity of the Chinese Empire. In order to do this Japan must prevent Russia from coming into Manchuria, and if thereby she was involved in war with Russia she wanted to prevent a third party (France) from coming to the help of the Northern Power. Lansdowne was impressed with this view, and Hayashi left much pleased with the way things were going.

On writing to Tokyo the gist of his conversation with Lansdowne, the militarists in power were delighted, and expressed the fullest satisfaction with Hayashi's negotiations. About this time Marquis Ito became acquainted with what was going on, and was much alarmed. He realised that if Japan made an alliance with Britain, it would be interpreted as Petrograd as an act of hostility, and might precipitate war instead of avoiding it. Ito had no objection to an alliance with Britain, but thought it was a mistaken policy at that moment. Securing the permission of the Emperor, he hurried to Europe, the ostensible explanation of his visit to the West being the receipt of the

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BOOKS ON CHINA FOR CAMBRIDGE.

MR. KINNEAR'S REQUEST.

The priceless collection in the University Library, Cambridge, of (1) books printed in the Chinese, Manchu, Korean and Mongolian languages, and (2) of works concerning China in other languages, mostly English, has recently received a valuable addition in the shape of a bequest under the will of Mr. Henry R. Kinnear of over 400 volumes of the second class above mentioned, hitherto not to be found in the Chinese room, though a few of them already stand in the catalogue of the general library. Such duplicates, however, help towards completeness, in the sense that the whole collection under the two classes is housed in one large and lofty room, with electric light and telephone laid on—an ideally convenient arrangement for purposes of reference and research; the more so as the Chinese room leads directly into the Japanese room, where the student has at his elbow the extensive and well-selected collection formed by the late W. G. Aston, C.M.G.

The number of Chinese books has been swelled by recent additions to over 5,000 volumes, nearly all of which are bound in European style, and are, therefore, much more handy than when packed on the shelves with or without the usual Chinese wrappers, in both of which cases they would lie flat on their sides. The Chinese volume is a pen; but these volumes contain anything from 2 to 10 pen, and yield a total at an moderate estimate of 30,000 pen.

Mr. Kinnear, the library's latest benefactor, had spent 30 years in China (at Foochow and Shanghai), and was recently chairman of the Municipal Council, Shanghai. So far back as 1867-8 he spent a winter in Peking for the purpose of picking up a little of the so-called Mandarin colloquial, and ever afterwards kept up a lively interest in the civilisation of China past and present, filling his shelves with books, many of which were of considerable value. Of periodicals he had complete copies of the "Chinese Repository," the "China Review," "Notes and Queries on China and Japan," the "East of Asia Magazine," "Adversaria Sinica," and the "Journal of the China Branch of the Royal Asiatic Society. The first three are now almost unobtainable. Among the older books may be mentioned "The Short History of the Declaration given by the Chinese Emperor K'ang Hsi in 1700," 1703; "Description de la Chine," by Du Halde, four vols., folio, 1735; the same in English, third edition, 1741; "Memoirs and Remarks," illustrated, by Lewis le Comte, Jesuit, 1737; "Travels in China," by John Barrow, 1804; "The Penal Code of China," by Sir G. Staunton, 1810; "The Chinese," by Sir John Davis, 1808.

Among miscellaneous works of late years—Japanese Lacquerware by James Gurney, 1897; "History of Shanghai" by Montalto de Jesus, 1900; "Cities and Towns of China," by Playfair, second edition, 1910; "The Ruins of Desert Cathay," by M. Stein, etc. The collection further includes complete sets of the reports of the Municipal Council (Land Assessment Schedule) and of the Chamber of Commerce, Shanghai, which may prove of use and importance to the future historian of the Model Settlement.

honorary degree of LL.D. from Yale, after which he was to proceed to Europe for the benefit of his health. His arrival in France and avoidance of England helped Hayashi's policy. Hayashi had already received instructions from Tokyo to push on with the treaty, and though rather bewildered by what seemed to be a double policy in Tokyo, which appeared to make the possibility of an agreement with Russia too much of a reality, he found that the arrival of Ito in Europe on a mission to Petrograd had alarmed the British Government and made it more anxious to bring the negotiations to a head. Indeed the British diplomats took exception to the line Hayashi had from the first anticipated. Mr. (afterwards Lord) Bessie, then Under Secretary for Foreign Affairs, solemnly warned the Japanese Ambassador not to have anything to do with Russia, who would probably be ready to make advantageous terms, but "would certainly repudiate them whenever it appeared to suit her." This fell in with the policy of the Japanese Ambassador, who expressed assent, urged on the negotiations, and the alliance was concluded before Ito could begin conversations with Russia. Though Ito went on to Petrograd, the wind had been taken out of his sails, and he could do nothing. "I am convinced," he said afterwards to Mr. Matsui in Berlin, "from what I have seen and heard in the Russian capital that the attitude of that country is at least rather conciliatory towards Japan, and it appears to me that she is sincerely desirous of co-operating with us to settle the Korean question." But the die was cast, and a few weeks later the agreement with Britain was signed. Even Count Hayashi was not quite satisfied with the means that had been taken to secure it, for in summing up the negotiations he remarked: "She (Japan) has indeed won the support of Great Britain, but she lost the respect of Russia and other European countries." He knew that the militarists in Japan had no intention of reaching a real agreement with Russia save on terms that Russia would never accept. Two years later, as it had feared, Japan, under the same militarist Ministry that had secured the treaty with Britain, was at war with the Northern Power, and the incursion of Russia into Manchuria, which had so alarmed Tokyo for China's integrity, was to be replaced a few months later by the establishment of Japan. There is substantial reason for the view of the *Asahi* that Japan have changed. The "strong card" in the hands of the Japanese Government in conducting negotiations for the first treaty has disappeared from the board. Russia is to-day not an alternative suitor with Britain for an alliance with Japan.

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THE FUTURE OF TSINGTAO.

MEMORANDUM BY THE BRITISH CHAMBER OF COMMERCE.

The following memorandum on the future of Tsingtao, which was drawn up by the British Chamber of Commerce at that port and with the general principles of which the Associated British Chambers of Commerce in China are in agreement, was recently forwarded to H.M. Minister by the Association:—

The Tsingtao question has now entered on a phase when some kind of solution must soon be arrived at. The Chinese must choose between negotiating directly with Japan or submitting the whole question to the League of Nations. In the former event the interests of foreign Powers would probably be entirely ignored, but in the latter event the League of Nations would probably take into consideration the vested interests acquired by England and other nations in the course of 18 years trading under treaty conditions at Tsingtao. That is to say any solution arrived at would be international in character. Believing that the time is becoming ripe for such a solution, the British Chamber of Commerce at Tsingtao have deemed it advisable to place upon record what in their opinion would constitute a fair settlement of the Tsingtao question, namely, a settlement which would preserve intact the sovereign rights of China and at the same time allow every nation to live and trade at Tsingtao on a footing of equality.

I.—Japan undertook the reduction of Tsingtao on the express promise that she would return Tsingtao to China. In consequence of that promise China allowed a free passage to the Japanese army, the Powers gave Japan a free hand, and a was assisted by British troops. Legally as well as morally, therefore, England and the other Powers have the right to insist that a reasonable interpretation be given to this promise. That is to say the Powers demand that this promise must not be merely fulfilled on paper and completely nullified in practice.

II.—If Tsingtao is to be returned to the sovereignty of China the very first step is to pierce the harbour and harbour lights, the docks and wharves and the collection of duties under the control of China. If this is not done the promise is absolutely meaningless. It follows that, in view of the vested trading interests referred to above, Tsingtao must be placed on the same footing as other ports in China. The organ for the control of harbour, docks, wharves and collection of customs duties must be the Maritime Customs, and the ordinary branch of the Chinese Customs service. The appointment of the staff must be left to the unfettered discretion of the Inspector General in Peking, and if that discretion is exercised in a manner nationalistic representations in Peking afford an easy remedy.

III.—If the Leased Territory is returned to the sovereignty of China, the present military administration on world-wide basis should be abolished and the question then arises what form of administration is to take its place. There are various alternatives which may be discussed and considered but the only solution which British interests in China regard as satisfactory and fair to all concerned is the establishment of a permanent staff such as exists at Shanghai and other ports, with, however, this important addition that, unlike Shanghai, Chinese residents in Tsingtao, equally with those of other nationalities, shall have the right to vote and sit on the Council. The law administered should be the law of China limited only by the safeguards of extra-territoriality so long as such safeguards are maintained in the rest of China.

IV.—The railway is a difficult problem capable of several solutions. It is obvious, however, that it is utterly incompatible with China's sovereignty that the railway should be practically foreign territory, guarded by foreign troops and guarded by foreign military police, and that the railway should control the Tsingtao docks and wharf office. The very least that should be demanded is that the docks and wharf office be placed under the control of the Chinese Maritime Customs at Tsingtao, that the foreign troops should be entirely withdrawn and a Chinese police force take the place of the military police, and that, if the railway itself is to be treated as a foreign concession, it should be managed as an economic concession pure and simple. It is suggested, however, that the question of the management and control of the Shantung Railway should not be dealt with as an isolated problem but that it should be settled in conjunction with all other railways in China as part of a comprehensive scheme of unification of railways.

V.—Assuming that the Tsingtao question is settled on an international basis as outlined above, the only feasible method of settlement would supervise the transfer of sovereignty from Japan to China and have authority to settle the numerous questions of detail which would arise. Such a Commission might be appointed by the League of Nations and might contain representatives of China, Japan, England, America, and France. Many very important questions could be left to the unfettered decision of this Commission. For example when handing over control of the harbour, etc., to the Chinese Maritime Customs it might be found desirable to stipulate that the present free port area be maintained as a free port, and in deciding the fate of the railway it would certainly be desirable to ensure a continuance of the freedom from vexatious inland taxation which was secured by Germany. With regard to the Municipal Administration of Tsingtao, the Commission besides settling the composition and organisation of the Council and its permanent staff, would be faced with the difficulty that ordinary municipal taxation would be insufficient for the proper upkeep of the town. They would have to arrange for a permanent contribution of 20 per cent. of the Customs revenue as arranged in the agreement with Germany in 1905. They would also have to insist that the fiscal lands should be treated as a source of municipal revenue as was the case before the advent of the Japanese military administration. Any further alienation of these lands or any attempt to convert

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THE JUNE SETTLEMENT AT SHANGHAI.

LATEST REPORTS.

The N. C. Daily News of June 21st.

About a fortnight ago we mentioned that it was believed that the June settlement of the Stock Exchange had been practically settled. At the time this was correct, but since that date it is understood that negotiations have not proceeded so smoothly as had been anticipated. During last week some have been inclined to take a very gloomy view of the situation, but it is satisfactory to know that the tone of the Exchange on Saturday was decidedly better and that there is more possibility of the business being settled up.

As matters stand, however, it is no longer possible to state that the settlement will be arranged, although to-morrow people will be in a decidedly better position to say how things stand. A number of those interested are understood not to have declared their position, and until this is known there is no telling how far matters will be capable of adjustment. Besides the fall in the price of cotton shares since March, another factor has to be considered. Some of those who are interested in the June settlement have also been hit by the fall in the tea exchange in their business, and are, in consequence, short of money.

A SALE OF 7½ MILLIONS.

A further factor is contained in a report of exceptional interest. It is stated that one Chinese interested in the settlement had sold forward shares to the value of seven and three-quarter millions. "This was generally considered to be a short sale, but it now turns out that he is actually disposing of his family's holdings in the various cotton companies, and accordingly instead of the market having merely to move downwards, it has to finance the whole of this large sale. This is said to have come as a surprise to many, and it means that a large sum of money is necessary for the settlement than was anticipated.

These considerations have been causing a certain amount of uneasiness during the past few days, and it is accordingly satisfactory to be able to record the better feeling with which the market closed on Saturday. It is seemed to be the impression that it will be possible to carry over the bulk of the shares one more day, although it is stated that the settlement is larger than in March. In favour of the efforts towards this carry over, there is the fact that money in the Chinese banks is plentiful and rates are easy.

THE "CHINA HAND" IN LONDON.

A correspondent writing to Shanghai from London on the 12th ult., says: "I am a 'fed up' man trying to get a house for 12 months. Not one to let anywhere. Landlords will only sell at 3 to 5 times pre-war prices with occupation. Without occupation the prices are normal, but cost of repairs considerable. England is not the same as pre-war; everything is changed, prices continually soaring. Shopkeepers everywhere combining to keep up prices, and they make you feel and often tell their customers that they are conferring a favour upon you by selling goods to us. One cannot expect even civility from some, in fact, some of them are actually impertinent; and what they extort from the public is at once spent on pleasure, the craze for profiteering and pleasure almost amounts to madness.

the 10 years leases granted by the Military Administration into freeholds should be prevented.

It is probably that the Commission in the course of its labours will be met by a demand from China for a fuller recognition of her sovereignty than is accorded to her at other places where she comes into contact with foreigners, and a demand from Japan for special consideration of the interests which she has built up since 1914. There is no reason why both these demands should not be met in a sympathetic spirit, provided only that the only object which British merchants have in view—equality of opportunity—is not placed in jeopardy.

VI.—To sum up, the policy which is advocated by the British Chamber of Commerce at Tsingtao is that Tsingtao should be returned by Japan to China and that an international Commission be appointed by the League of Nations to safeguard the sovereignty of China and the vested trading interests which should be settled by the Commission are:—

- (1)—The Customs should be an ordinary branch of the Chinese Maritime Customs, and the staff should be appointed irrespective of nationality by the Inspector General of Customs in Peking.
- (2)—The Customs should control the harbour, harbour lights, wharves, docks and wharf godowns.
- (3)—The leased territory should be administered by a municipal Council elected on a property franchise in respect of which every nationality should be on a footing of equality.
- (4)—All public utilities such as slaughter house, water works, etc., should be handed over to the municipality.
- (5)—A contribution of 20 per cent. of the Customs Revenue should be paid to the municipality to facilitate upkeep of the territory as heretofore.
- (6)—Revenue from fiscal lands should be appropriated by the Municipality and no further alienation, etc., of these lands permitted.
- (7)—The railway should be managed on an economic and not a political basis, and if possible, its ultimate disposition should be fitted into a general scheme of unification of railways.
- (8)—The railway should be perpetually free of illicit and other inland taxation.
- (9)—The free port area should be maintained.

BEAUTIFYING THE COLONY. THE WORK OF THE FORESTRY DEPARTMENT.

The following extracts are from the Report of the Botanical and Forestry Department for 1919:

Formation of Pine Tree Plantations.—About 16,000 one year old seedlings were planted on the hills in the vicinity of the Fanling Golf Course and 6,450 on Cheung Chau Island.

On the hills to the east of the Fanling Golf Course, pine tree seeds were sown in rows, estimated to produce 50,000 trees. At Aberdeen 5,960 pine tree sites were marked.

On the Fanling hills, 100 lbs. of pine tree seeds were sown broadcast, also 50 lbs. on the south side and 40 lbs. on the north side, between Beacon Hill and Lion Rock.

Six and a half pounds were sown broadcast on the newly tarred banks along the Chinwan Coastal Road.

Wooded Areas Planted.—2,435 broad-leaved trees were planted on the hills at Fanling, 3,493 on Cheung Chau Island, 714 near the Pokfulam Road, new filter beds, 500 on Chinwan Police Station Hill, 80 on Mount Gough, and 48 in Kowloon Tong Cemetery.

The trees planted more principally were *Eucalyptus*, *Tristania*, *Cassipourea*.

Planting and Care of Roadside Trees.—Alongside or near roads in Hongkong and Kowloon 822 flowering trees and shrubs were planted.

Many fine old Banian and other kinds of trees had to be sacrificed to allow alterations to roads to be made by the Public Works Department.

Trees on the route of the electric tramway and those near the different telephone lines were lopped to prevent their branches coming in contact with trams or wires.

Miscellaneous Planting.—335 *Ficus* creepers were planted in the foot of the new retaining walls along Findlay Road, 64 at the base of an earth cutting near the Kennedy Road.

Sukumpo Recreation Ground.—220 in Kowloon Tong Cemetery. One hundred and ten *Albizia* shrubs were planted alongside the nullah at the Sukumpo Recreation Ground. About 120 feet of bamboo were planted along Chai Nam Path, 25 feet planted at Mt. Kellett Road, 114 feet at the race course and 75 feet along Kennedy Road.

Planting of Trees.—131 Camphor and 10 *Albizia* trees were planted between the 4th mile and the Sha Tin level-crossing, and on the banks of the road 230 flowering shrubs. Between the Sha Tin level-crossing and Taiipo, 256 *Albizia* and 74 *Erythrina* were planted, and 20 Camphor and 8 *Albizia* transplanted. For a considerable distance along the level stretch of this road at Sha Tin it is useless to plant trees as the branches would in a few years' time interfere with the telegraph wires which are carried on very short poles.

Taiipo-Fanling-Castle Peak Road.—Between Taiipo and Castle Peak trees which had rusted were replaced by others. One thousand four hundred and fifty *Albizia* trees were planted between Attau and Castle Peak on the side of the road which was completed in 1918. The August typhoon did a great deal of damage to trees along this road, but few were destroyed.

Much harm continues to be done to many of these roadside trees by the villagers stealing stakes, damaging the guards and allowing their cattle to go unattended or in charge of very young children.

Some of the *Poinciana* near Fanling flowered well in June.

Frontier Road.—Along the completed portion of this road, 63 *Candlenut* trees were put in.

Lok Ma Chow Road.—This road, which was completed in 1915, was planted with 172 *Candlenut* trees.

Shing Shui Station Road.—At the cross road at Casuarina and 9 *Bauhinia* *makiana* were planted on the site of the old tea house. Owing to the widening of this road it was necessary to transplant 22 of the trees on the west side. Twenty-two *Albizia* were put in between the cross roads and the Golf Club Course.

Castle Peak Coastal Road.—Planting, which was commenced in 1918, was continued on the sections of the road which were finished. Altogether, 1,993 trees of various kinds were planted and this work should be completed in 1920.

Fanling Golf Course.—The *Eleocharis* planted two years ago on the hills near the 17th fairway flowered fairly well. The red-leaved *Canna* between the 4th and 5th fairways were taken up, divided, replanted, and the bed extended. Trees and shrubs which had died from one cause or another were replaced by others. A few new trees were transplanted in connection with the laying out of the new course. Several of the fairways were given a top-dressing of earth and artificial manure. The improvement in the turf which has received these annual dressings is very marked.

WASTED OPPORTUNITIES. CLAIMS OF DIOCESAN SCHOOL AND ORPHANAGE.

CASE OF A CHINESE KID.

The Rev. H. Copley Moyle, who preached the sermon at the morning service at St. John's Cathedral yesterday took for his text: "Ah that I were as in months past," (Job. 20.)

As I was saying a fortnight ago, the book of Job is an essay in religious philosophy thrown into the form of a poem. The author, like so many thoughtful men before his time and since, was troubled by the problem of the world's pain and set out to state some possible reasons for it, and he was specially troubled by the fact that the righteous often suffer while the wicked often flourish. In the chapter we have just heard Job is represented as bemoaning the loss of his former prosperity and honour. He had been a great man living in the country, but his reputation for wisdom and justice had been such that all the elders and chief men of the neighbouring city had been ready to listen when he spoke and to consider a matter settled when he had given a decision upon it. His reputation for wisdom seemed something which was assured to him for ever, but with the loss of flocks and herds and all his prosperity men no longer heeded him, but the youngest and meanest of the people laughed at him, so he laments the past and cries out in the bitterness of his soul: "Oh that I were as in months past."

These words suggest as a subject for our meditation this morning the irrevocable passing away of opportunities, and the uselessness of vain regrets for a past which is no longer ours. Each age has its own duties and its own pleasures, each age has its own opportunities for usefulness and service, and if at one stage of our life we neglect the opportunities it is well nigh impossible afterwards to make good the omission. "The mill will never grind with the water that is past."

But there are some people who are so taken up with bemoaning the lost opportunities of the past, that they allow the opportunities of the present to be lost also. I knew a lady once who said that she had had none of the pleasures of childhood, so she seemed to do nothing in later life, but thank how she might enjoy herself while her husband and children were neglected. The age of childhood ought to be an age of happiness. We have come to realize that in our schools much more than our predecessors did. People used to think that schools must be harsh and unpleasant if they were to train children aright. Now every effort is made to make schools attractive. Not only are lessons given in an attractive manner as possible but games are generally given a regular place in school life. It is recognised to-day that every child ought to be given a happy life, while he is a child, even if he must expect a hard life when he is grown up. It is in childhood that character is formed and if that character is to be a happy one the surroundings of the child must be such as tend to happiness. As one sees the small children who work hard in this place one often wonders how much happiness and fun can find a place in their lives. In a town like this where so many fortunes have been made it is surprising to see that those institutions which provide for destitute children have not been well endowed long ago. Take, for instance, the case of our Diocesan Boys' School and Orphanage, generous donations have been made to it from time to time and some scholarships have been founded at it, but it has never yet received any substantial endowment. It is safe to say that there is not a large firm of any standing in the Colony which has not benefited from the work of that school during the many years of its existence, yet no one so far has given or bequeathed money to endow it, and so make its work greater and more far-reaching. It is not only one of the leading schools of the Colony but it has also an orphanage side, into which needy children are received. Only a short time ago a small white boy was seen up-country in China working in the fields with Chinese children. His history was a sad one. He was the son of white parents in Australia. There his father had died and his mother married a Chinaman, who brought her back to China, where she died and the Chinaman married a Chinese wife. The little white boy could only speak Chinese. He is now in our Diocesan School and learning to speak English, and having some happiness in his life. Surely the endowment of such an institution would be a suitable way to make a thank offering to Almighty God for prosperity in business. It would be making a good use of a wonderful opportunity for benefiting not only the present but future generations. When one thinks of the large fortunes made here it is surely

NOT TOO MUCH TO EXPECT THAT MEMBERS OF OUR CHURCH AND OTHERS WHO HAVE BENEFITTED BY THE DIOCESAN SCHOOL WILL SOON PUT IT ON A SOUND FINANCIAL BASIS BY GIVING IT A LARGE ENDOWMENT. IT IS AN OPPORTUNITY FOR DOING PERMANENT GOOD. HOW MANY OF ALL THE PEOPLE WHO HAVE MADE THEIR FORTUNES IN THIS COLONY HAVE MADE SUCH GENEROUS BENEFACCTIONS TO THE COLONY THAT THEIR NAME IS REMEMBERED WITH GRATITUDE TO-DAY THOUGH THEY HAVE PASSED AWAY TO THAT WORLD WHERE FORTUNES COUNT FOR NOTHING? THERE ARE OF COURSE SOME WHO HAVE DONE SO, BUT ONE CAN ALMOST COUNT THEM ON THE FINGERS OF ONE HAND. THINK OF THE VAIN REGRETS WHICH, IN THE NEXT WORLD, WILL FILL THE HEARTS OF THOSE WHO HAVE ACCUMULATED LARGE FORTUNES AND USED THEM ONLY FOR THEIR OWN PLEASURE WHILE THEY TURNED A DEAF EAR TO THE CRYING NEEDS OF THOSE WHOSE LABOUR THEY USED. IT IS USELESS TO PAY A LIP SERVICE TO THE CHRISTIAN RELIGION, IF A MAN'S LIFE SHOWS THAT HE HAS IN HIS HEART NO LOVE FOR THOSE IN NEED. PERHAPS THAT IS WHY SO MANY PEOPLE IN THIS COLONY HABITUALLY ABSENT THEMSELVES FROM CHRISTIAN WORSHIP. THEY DO NOT WANT TO BE REMINDED OF GOD OR HIS CLAIMS UPON THEM. THEY DO NOT LIKE TO BE REMINDED THAT THEY ARE BOUND TO THINK OF OTHERS AS WELL AS OF THEMSELVES. A SHORT TIME AGO A SPECIAL JAPANESE COMMISSION WAS SENT FROM JAPAN TO THE UNITED STATES TO STUDY THE INFLUENCE OF CHRISTIANITY ON AMERICAN LIFE AND THEY REPORTED THAT "WHILE EDUCATION, COMMERCE, AND INDUSTRY HAVE BEEN DEVELOPED TO A WONDERFUL DEGREE, THERE IS LITTLE EVIDENCE THAT THE CHRISTIAN RELIGION IS REGARDED AS IMPORTANT BY MOST OF THE PEOPLE." WE MAY WONDER WHAT SUCH A COMMISSION WOULD HAVE REPORTED HAD IT BEEN SENT TO HONGKONG. THE CHRISTIAN WHO LIVES FOR SELF ALONE IS LAYING UP FOR HIMSELF A TIME OF BITTER REGRET WHEN HE WILL BE READY TO GIVE ANY THING TO HAVE AGAIN THE OPPORTUNITIES WHICH HE HAS WASTED, BUT THEN IT WILL BE TOO LATE, AND HE WILL FOR EVER BE FILLED WITH REMORSE FOR THE LOST OPPORTUNITIES OF DOING GOOD. IF WE WOULD AVOID THE VAIN REGRET EXPRESSED IN THE TEXT "OH THAT I WERE AS IN MONTHS PAST" WE MUST FOLLOW THE EXAMPLE OF THE PAULIST WHO PRAYED: "SO TEACH US TO NUMBER OUR DAYS THAT WE MAY APPLY OUR HEARTS UNTO WISDOM." THERE IS SOME WORK FOR EVERYONE TO DO TO MAKE THIS COLONY A BETTER AND A HAPPIER AND PURER PLACE. HAVE WE EACH FOUND OUR WORK? AND IF WE HAVE ARE WE DOING IT? DOING IT, NOT TO WIN THE APPLAUSE OF MEN, NOT MERELY TO HEAP UP MONEY FOR OURSELVES, BUT TO PLEASE GOD. AS OUR BLESSED LORD CAME TO THE END OF HIS LIFE HE WAS ABLE TO SAY: "I HAVE FINISHED THE WORK THAT THOU GAVEST ME TO DO." AND HE WAS ABLE TO SAY THAT, BECAUSE WHILE THE OPPORTUNITY WAS STILL HIS HE SAID: "I MUST WORK THE WORKS OF HIM THAT SENT ME WHILE IT IS DAY; THE NIGHT COMETH WHEN NO MAN CAN WORK." HOW MANY CHRISTIAN PEOPLE THERE ARE WHO DO NOT SEEM YET TO HAVE REALISED THAT GOD HAS A WORK FOR THEM TO DO IN THE WORLD AND IN THE CHURCH. THE TIME FOR DOING THAT WORK IS NOW. THE PLACE FOR DOING IT IS JUST WHERE WE ARE. LET US WASTE NO TIME IN VAIN REGRETS FOR THE LOST OPPORTUNITIES OF THE PAST, BUT LET US SEIZE THE OPPORTUNITIES WHICH ARE OURS TO-DAY, SO WHEN OUR TIME COMES TO PASS BEYOND THE GRAVE WE SHALL BE ABLE TO SAY WITH ST. PAUL, "I HAVE FOUGHT A GOOD FIGHT, I HAVE FINISHED MY COURSE, I HAVE KEPT THE FAITH."

SPORT.

LAWN BOWLS LEAGUE.

The Kowloon C.C. met and defeated the Police by two shots at Kowloon on Saturday, the scores being:—

FIRST RINK:—Davidson, Labrum, Richmond and G. Gerrard (skip), 18; Booker, Ogg, A. Clark, and J. Clark (skip), 13.

SECOND RINK:—Elsen, Iles, Blackburn and Sissons (skip), 19; Gashman, Robertson, Grimmett and Grant (skip), 25.

THIRD RINK:—Mackenzie, Purves, Pile and Jack (skip), 17; R.C. Watt, Kent, G. Watt and W. Gerrard (skip), 13.

TOTAL:—Kowloon, 54; Police, 52.

A KOREAN MASSACRE OF JAPANESE SOLDIERS.

The "Bureau of Information of the Republic of Korea" at Shanghai sends us the following communication:—

The following message came to the local Korean Headquarters on June 20th:—
"There have been for some time past many armed challenges to Japanese sovereignty in Northern Korea, and though they may not have accomplished very much, yet they show that Koreans will go to any lengths to convince the Japanese that Korea must be for the Koreans. On June 7th at 7 a.m. in Fung Woo Tong village, of the Kwang Ching District, Manchuria, some armed Koreans, called by the Japanese 'outlaws,' while entrenched in the woods, met 300 Japanese soldiers unawares and finished nearly 150 of them in good fashion, while the rest had to flee for their lives. The Koreans pursued the Japanese, and the message states that fighting is still in progress."

M. PAINLEVE'S MISSION. NO CONNECTION WITH FINANCE.

INTERVIEW IN YOKOHAMA.

"My mission to China has nothing to do with finances or with the Consortium. The mission is purely educational, scientific, and technical and intended to lay the foundation for a more thorough knowledge of the Far East," said M. Paul Painleve, former French Premier, on his arrival at Yokohama on the *Empress of Russia*. Mr. Painleve is head of a scientific and technical mission to China, invited by the President of the Republic.

The young Chinese republicans are turning with sympathy toward the older sister republics, France and America," said M. Painleve in an interview. "We know the influence and the attraction which Anglo-Saxon America exercises upon the imaginations of the Chinese. All of the Great Powers, the Governments of which have understood the importance of peaceful penetration into China, seek to create sympathy and strong support for their nations there."

MOST SUPPLY GUIDES FOR CHINA.
"France must not fail, at this time, while China, seeking to modernize herself, is calling for intellectual guides and technical counsellors, to answer that call. Anything that fails to present French culture to China leaves the way open for German Kultur, to our hurt."

"The peace of the world has nothing to gain from an Americanized or an Anglicized China. Without in any way meaning to offend our friends or allies, we feel that to the French belongs the moral obligation to encourage and develop the intellectual, scientific and technical relations which exist already between China and France."

My journey to China has no other aim. I am invited by the President of the Chinese Republic, Hsu Shi-chang, to be his guest and I go with the approval and bearing instructions from the Chinese world—which represents a third of all humanity, which has countless riches still unexplored and which possesses prodigious power for the advance of civilization—becomes better known to the French intellectuals and men of action."

WANTS CHINESE STUDENTS FOR FRANCE.

"Above all I shall make it my aim to guide the Chinese who are seeking a higher education toward France, where Chinese students are already going in increasing numbers every year. I count as much on gaining the friendship of the republicans of the south as that of the people of the north. I think I will be able to rally for China the effective sympathy of the whole of France."

The mission will visit Tokyo, Peking, Fusan, Mukden, Shanghai, Canton and Saigon during their tour. Educational institutions at these places are the particular object of their visit. M. Painleve and other members of the mission left for Tokyo shortly after the steamer docked at the Customs Pier. A reception was held for them at the French Embassy. The next day, they were the guests of Premier Hara and other Ministers of the Japanese Government.

Other members of the party are: M. M. Borrel, director of the Normal School of Paris, who during the war was General Secretary of War and President of the Council; M. Germain Martin, well known French legislator, professor of law in the University of Paris and former collector of Abel Bonnard, literary man, poet and distinguished novelist, representing the Ministry of Foreign Affairs; Mr. Hain-Jon-Kia, Delegate of the Chinese Government.

INCREASE ARABLE AREAS. JAPAN FINDS TWO MILLION CHO AWAITING CULTIVATION.

A preliminary investigation by the Japanese Department of Agriculture and Commerce of the waste land of Japan that can be made available for cultivation reveals about 1,500,000 cho in Japan proper and 700,000 cho in Hokkaido. One cho equals about 2.45 acres.

The government is undertaking the reclamation and cultivation of about 30,000 cho of waste land this year. In order to encourage people to take up this land, a grant of ¥1,000 per cho is made to the cultivators.

"A reasonable harvest cannot be expected from these new fields before the third or fourth year," says Mr. Udo, an official of the Department. "When all the newly located waste land is brought under cultivation, however, the producing area of Japan will be increased by one-third. The difficulty of the scarcity of arable land will be solved in time."

TRAGEDY OF NIKOLAIYEVSK. SIGNIFICANT STATEMENT BY WAR MINISTER.

Lieut. General Giichi Tanaka, the Minister of War, speaking before the members of the Upper House on the 19th inst., stated that, although the Foreign Office said that it had received a report from the Consul at Nikolaiyevsk, Mr. Ichida, on January 25th, urging the necessity of despatching additional troops to Nikolaiyevsk, the War Office had not received a similar report and consequently the tragedy occurred. The War Ministry, he added, was prepared to face the responsibility.

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GREEKS OPPOSE TURKISH NATIONALISTS:

ARMY CORPS SURROUNDED.

BOYCOTT AGAINST HUNGARY:

EFFECT OF TRADE UNION DECISION.

ANGLO-JAPANESE ALLIANCE:

MR. LLOYD GEORGE'S STATEMENT.

LABOUR'S DEMANDS ON BEHALF OF EGYPT AND IRELAND.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

SITUATION IN THE NEAR EAST.

BRITAIN WILL WANT MORE SOLDIERS.

London, June 24th. The Daily Mail says that in consequence of the serious view taken by the military authorities of the situation in the Middle East, necessitating an increase of 15,000 or 20,000 in the Army Reserve, the War Office will immediately appeal to discharged soldiers to enlist in the Reserve.

GREEK OFFENSIVE AGAINST TURKS.

AKHISSAR OCCUPIED AFTER FIGHTING.

Paris, June 24th. A message from Smyrna states that the Hellenic offensive against the Turkish Nationalists has begun. The Nationalists were compelled to concentrate in the neighbourhood of Akhisar and were driven back in disorder. Akhisar was occupied by the Greeks who continue to advance northwards.

TURKISH ARMY CORPS SURROUNDED.

London, June 25th. A Greek official statement from Smyrna states that the Greek Army has surrounded a Turkish Army Corps at Philadelphia and taken 8,000 prisoners.

FLAX PROBLEM.

NO SUBSTITUTE SATISFACTORY.

London, June 24th. The report of the Board of Trade Empire Flax-growing Committee on flax substitutes concludes that none of the substitutes such as jute, ramie, and hemp can satisfactorily replace flax in the manufacture of fine linens, damasks and similar articles, though probably further investigation will enable greater utilization of substitutes. The solution of present difficulties of manufacturers must be sought by extending flax-growing.

POLISH OFFENSIVE.

OLD FRONT LINE RE-ESTABLISHED.

London, June 24th. A Polish review of the situation states that after regrouping the Poles remain in possession of the Kieff-Odessa Railway. Stubborn fighting is proceeding forty miles to the north and west of Kieff. The Poles and the Ukrainians still occupy Podolia and Volhynia, while northwards the old front line on the Dvina and Beresina has been completely re-established.

PARKE BEATEN.

TILDEN'S MAGNIFICENT PLAY.

London, June 24th. At Wimbledon, W. T. Tilden (America) beat J. C. Parke by 6-3, 6-2, 6-4. It was one of the most magnificent performances ever seen at the historic centre-court. Tilden showed better form than Patterson last year.

Kingscott beat Arthur Lowe by 6-6, 6-4, 6-0.

Beamish beat Ritchie by 6-4, 6-4, 3-6, 6-3.

BRITISH DAVIS CUP TEAM.

The British Davis Cup team has been selected and will consist of Parke, Roper Barrett, Kingscott, and Mavrogordatos.

COUNTY CRICKET.

London, June 24th.

Kent beat Worcester by an innings and 184 runs.

Yorks beat Leicesters by an innings and 128 runs.

Kilber took 4 wickets for 10 runs and Waddington 7 for 25.

Middlesex beat Somerset by ten wickets.

THE DUVEEN ESTATE.

New York, June 24th.

Henry Duveen's estate has been returned at \$3,500,000.

CHARGE AGAINST TAMMANY LEADER.

New York, June 24th.

The Tammany leader Murphy has been indicted on a charge of coercing a merchant Hartog to settle a claim of \$10,000,000 against Murphy for withdrawing support from Hartog's company.

SIR AUCLAND GEDDES.

New Haven, June 24th.

Yale has conferred the Doctorship of Laws on Sir Auckland Geddes.

UNREST IN IRELAND.

MILITARY IN COMMAND IN LONDONDERRY.

London, June 24th. In the House of Commons, replying to a question in regard to Londonderry, Mr. Denys Henry said that there was a military force in the city, mainly from the house troops. Wounded civilians were conveyed in ambulances by troops who were fired on. The troops replied. Results are not known. The city was quiet this morning.

Steps have been taken to secure the fullest co-operation between the civil and military authorities, and curfew regulations have been applied to the city. Military commands the city. He had no information of any soldiers being wounded. So far the military had full discretion to take any steps which they thought fit.

CRITICAL SITUATION AT DERRY.

London, June 24th.

Magistrates have again urgently telegraphed to the Chief Secretary expressing alarm at the Government inaction, and stating that they consider the situation desperate and fear that it will become worse. They add that the food supply is running out and gas is almost exhausted.

IRISH AMBASSADOR'S CHARGE.

New York, June 24th.

Addressing a crowded meeting of the Irish Progressive League, Mr. McCartan, the Irish Ambassador, declared that the Government was the key to a conspiracy to force de Valera out of the country. A priest declared that Irish American politicians had sold the Irish cause for the best price they could get. The audience booed Coibian.

MORE TROOPS ARRIVING.

London, June 24th.

At Londonderry, five Sinn Feiners were killed during the machine-gunning covering the withdrawal of Protestant residents from the danger zone. A thousand fresh troops are arriving on a destroyer which is already anchored in the river.

The Civil Guard, which is being commanded by a priest, is protecting the distillery. Sniping subsided in the evening. Today's wounded include a father, son, and daughter, all of whom were shot together.

Several railwaymen at Limerick were suspended, following their refusal to drive a train in which there were a number of police.

BATTLE IN LONDONDERRY STREETS.

London, June 23rd.

Correspondents from Londonderry state that the battle continued throughout the night and morning, the military remaining onlookers. The principal scene was Bishop Street, where sniping was incessant.

AN IMPROVEMENT IN THE SITUATION.

London, June 24th.

Londonderry was quiet this morning, after yesterday's machine-gunning. Only a few rifle shots were heard. Two snipers were arrested. It is believed the city has seen the worst of the rioting.

EARLIER CABLES.

THE LONDONDERRY RIOTS.

London, June 24th.

A Londonderry message says so far only five wounded have been brought into the hospitals today, but many are reported to be lying in the streets, whence it is impossible to remove them owing to firing. One man who was picked up was taken to hospital in a stretcher by women volunteers.

DE VALERA IN AMERICA.

Pittsburg, June 23rd.

Mr. de Valera has received the Doctorate of Laws of the Duquesne University.

GERMANY.

DEADLOCK IN POLITICAL CRISIS.

Berlin, June 24th.

After protracted negotiations the new Fehrenbach Cabinet has been practically formed, but a serious hitch has arisen at the last moment. The Social Democrats refusing to pass a vote of confidence in any Government in which the People's Party is represented. The Democrats thereupon passed a resolution that it was impossible in these circumstances to form a Government capable of negotiating a peace with the confidence of Parliament behind it.

THE PRINCE OF WALES.

"MOVING" WELCOME AT SYDNEY.

Sydney, June 23rd.

The focus in connection with the Prince of Wales' visit reached a climax at a gala performance at the theatre, which was packed with a brilliant throng who gave the Prince a most moving welcome.

U.S. PRESIDENTIAL CAMPAIGN.

THE REPUBLICAN ARRANGEMENTS.

Washington, June 23rd.

An Executive Committee of twenty-one, including seven women, will have charge of the arrangements for the Republican Presidential campaign. The Chairman of the National Committee will be chairman, and Mrs. Harriet Taylor Upton, of Ohio, vice-chairman.

MEXICO.

NEW HIGH COMMISSIONER FOR MEXICO.

Washington, June 23rd.

The State Department learns that Mr. Fernando Calderon has been appointed High Commissioner for Mexico in Washington, and will endeavour to obtain American recognition of the new Mexican Government.

LATEST CABLES.

INTERNATIONAL SHIPPING CONFERENCE.

PROPOSAL FOR A 48-HOUR WEEK.

Genoa, June 24th.

The International Shipping Conference Commission has adopted, by 17 votes to 13, the proposal for a 48-hour week. The British Government Shipping Board representatives opposed it and issued a statement welcoming the principle as a standard to be aimed at, but saying they were unable to agree to an immediate application of the principle on British ships.

DIVORCE REFORM.

NEW BILL PASSES THE HOUSE OF LORDS.

London, June 22nd.

In the House of Lords, after a protest by the Archbishop of Canterbury, Lord Buckmaster's Divorce Bill passed its third reading by 134 votes to 107, extending the grounds of divorce to habitual drunkenness, insanity, and desertion for three years. The Bill now goes to the House of Commons.

THE "BRUSSELS" WILL NOT BE SOLD.

London, June 22nd.

The sale of Capt. Fyatt's ship, the Brussels, has been cancelled. The Ministry of Shipping, it is understood, in deference to sentiment in favour of the preservation of the ship.

WIRELESS STRIKE.

JOINT DISCUSSION TO TAKE PLACE.

London, June 23rd.

The Seafarers' Joint Council at Liverpool recommended the wireless workers to return to work pending a joint discussion.

SENATOR HARDING.

DISAPPOINTS FEMALE SUFFRAGISTS.

Washington, June 23rd.

Senator Harding informed a deputation of female suffragists that he could not force any State to hasten the adoption of the suffrage amendment. The deputation was bitterly disappointed.

SCARBOROUGH LABOUR CONFERENCE.

PEACE TREATY DENOUNCED.

London, June 23rd.

At the Scarborough Labour Conference, Mr. Tom Shaw, M.P., moved a lengthy resolution condemning the Peace Treaty as being destructive instead of constructive and demanding its revision, also the recognition of the Russian Soviet and arrestation of chaos in Central Europe.

MINERS WILL DEMAND ANOTHER INCREASE.

London, June 22nd.

The miners' delegates attending the Labour Conference at Scarborough considered the Government's statistics explaining the increase of 14s. per ton in the retail price of coal. They challenged the accuracy of the Government's figures and declared that the increase was not justifiable. They decided to recommend the impending Miners' Conference to demand a big share of the increase. Probably, the demand will be 5s. per week.

SOCIALIST AMENDMENT DEFEATED.

London, June 24th.

A Socialist amendment to a resolution adopted by the Conference, demanding an immediate general strike with a view to ending the open and covert participation of the British Government in attacks on the Soviet Republic, was overwhelmingly defeated on a card vote.

RIGHTS OF IRISH PEOPLE.

London, June 24th.

The Labour Conference adopted by a large majority a resolution declaring that the Irish people were entitled to decide for themselves the form of government they desired.

An amendment in favour of giving Ireland Home Rule within the Empire was defeated.

The Irish resolution declares that the time is past for half-measures and demands that the Government immediately provide an elected Constituent Assembly for All-Ireland by proportional representation.

RIGHTS OF EGYPTIANS.

London, June 24th.

The Labour Conference has passed a resolution urging the full recognition of the rights of Egyptians to independent and responsible Government, and the limitation of British action in Egypt to that to which a responsible Nationalist Government freely consented.

RECALL OF INDIAN VICEROY URGED.

London, June 24th.

The Labour Conference has passed a resolution demanding full application of the principle of self-determination to India and deploring "the cruel and barbarous action of the British officers in the Punjab" urging criminal trial of the officers concerned and also the recall of the Viceroy.

SILVER MARKET.

BIG PURCHASE BY THE U.S.A.

Washington, June 23rd.

The Government has purchased 1,700,000 ounces of silver at one dollar per ounce.

FAR EASTERN CABLE NEWS.

PEKING CABINET CRISIS.

[FROM OUR OWN CORRESPONDENT.]

Peking, June 27th.

Chang Tso-lin this morning had an audience of the President, who expressed appreciation of the services rendered by the latter in connection with the political situation, and expressed the hope that Chang Tso-lin will not depart before Chin Yun-peng has been induced to resume the Premiership.

It is understood that definite members of the Cabinet, the Ministry of Communications, Finance, and Justice will resign immediately, and that their resignations will be accepted, the Vice-Ministers acting until the Cabinet is re-organised.

Chow Tse-chi is mentioned for the Finance portfolio.

ANGLO-JAPANESE ALLIANCE.

[THROUGH REUTER'S AGENCY.]

London, June 24th.

In the House of Commons, replying to Commander C. Bullair, Mr. Lloyd George said that the question of the renewal of the Anglo-Japanese Alliance was being considered. The Government was not aware of the feeling that the Alliance should not be renewed until the Government knew the views of the new Government which would come into power in the United States in March.

The Government was not in a position to make a public statement at present. It was not decided whether to give notice in July of the termination of the agreement, or to allow it to continue for another year.

Sir Harry Brittain: Will the views of China be taken into account?

Mr. Lloyd George replied that all relevant views will be taken into account.

ANTI-JAPANESE FEELING IN CALIFORNIA.

Sacramento, June 23rd.

Governor Stephens of California has sent a letter to Mr. Colby (Secretary of California) declaring that the condition of California is alarming as a result of the Japanese invasion, which has doubled in the last ten years. California does not harbour any animosity against the Japanese, but does not wish to develop the Japanese population.

Governor Stephens urges the State Legislature to pass the present measure denying Asiatics the right of land purchase or to hold leases. Decisive action is necessary.

MILITARY ATTACHE TO PEKING.

London, June 23rd.

H.M. the King has received Lieut.-Col. H. B. Orpen Palmer upon his appointment as Military Attache to Peking.

SHIMIDZU AT WIMBLEDON.

London, June 23rd.

At Wimbledon, there was a fresh sensation in the singles second round, when N. Shimidzu (a clerk in the M.B.K. office at Calcutta) beat the French champion, Andre Gobert, who recently won the Hard Courts Championship of England at Queen's Club, by 6-4, 10-8, 4-6, 9-6. This was unquestionably Shimidzu's greatest achievement. He was steadily personified. He revealed unexpected volleys capabilities. The loser was erratically brilliant.

THE HUMPHREY BISHOP COMPANY.

SATURDAY NIGHT'S PROGRAMME.

The Humphrey Bishop Company have apparently an inexhaustible repertoire for no one who saw their opening night programme could have believed that the company could improve upon it. Yet Saturday night's programme was as full of fun and frolic, song and dance, music and mirth as the most fastidious patron of vaudeville could desire. The company not only gave all the "turns" usually associated with the variety stage—the play song by Miss Ida Newton, the lively "Pride of the Pier" by Miss Gena Hardie followed later on in the programme by a hornpipe, the clever comedy juggling of Mr. Robert Roberts, and the comicalities of Mr. Joe Brennan—there was also a charming Oriental song scene by Miss Jill Hill strongly reminiscent of Sumurun and the more recent Chu Chin Chow, selections from Carmen, and not only ragtime of description but some really good singing by Mr. Maurice Jaffey and Mr. Walter Kingsley in "The Wakeners". It was, in short, an excellent entertainment. Tomorrow there will be a complete change of programme, so that those who desire to recall what they thought of the East before they saw it should see Miss Jill Hill in her song scene.

AMERICAN COAL SHORTAGE.

NEW YORK WANTS PRIORITY OF SUPPLY.

New York, June 23rd.

The Public Service Commissioner has telegraphed to President Wilson asking for priority of coal supply for the public services of New York; otherwise, the street car, railway, gas and electric services will shortly close down or be seriously curtailed.

STRIKES IN AMERICA.

SWITCHMEN'S STRIKE SPREADING.

Philadelphia, June 23rd.

The switchmen's strike has extended to the New Jersey and Connecticut railways, which have been obliged to restrict freight traffic.

AN EARTHQUAKE.

ALARMS LOS ANGELES.

Sacramento, June 23rd.

An earthquake has alarmed Los Angeles, but the damage is insignificant.

BIG JEWEL ROBBERY IN HONGKONG.

MESSRS. J. ULLMAN & CO.'S PREMISES ENTERED.

\$200,000 WORTH OF JEWELLERY STOLEN.

INDIAN WATCHMAN AND NORTHERN CHINESE DETAINED.

A sensation was created in the city last evening when the news circulated that Messrs. J. Ullman & Co.'s jewellery establishment in Queen's Road Central, adjacent to Flower Street, had been entered by burglars. A large crowd immediately collected at the door of the store, and the news was soon after confirmed by the arrival of Inspector O'Sullivan, Sergeant Durling and Chinese detectives.

Shortly afterwards Mr. D. Burlingham, Assistant Superintendent of Police, Inspector Grant and Sub-Inspector Murphy also arrived, and carried out investigations into the robbery. At first sight it did not appear as if anything of value had been stolen, but after examination of the safes, two of which had been broken open and the others opened with a key, it was roughly estimated by Mr. S. Goldschmidt, the manager, that the property stolen amounted to over \$200,000 and included several valuable diamonds, gold and silver watches, and other jewellery.

This is one of the biggest hauls made by robbers for a number of years and the motive apparent of the robbers points to the fact that the same gang who entered the premises of Sheriff Bros., Mohideen & Co., Sennet Freres, Falconer's and other stores and the Post Office went to work at Messrs. Ullman's store.

The store was closed, as usual, on Saturday afternoon, and it is surmised that the robbers set to work after midnight on Saturday. How they managed to escape detection remains a mystery, for not only are Police patrols constantly on the move about the place, but there is, also, an Indian watchman on duty all night at the premises. A number of rich and chair coolies, also, remain in Flower Street practically the whole night.

The discovery of the robbery was not made till about 6 p.m. yesterday, when Mr. Goldschmidt went to the store on business. He tried to open the front door but found that the lock resisted his efforts. He immediately got a locksmith to pick the lock, and then, to his surprise, found that some one had inserted a catch, made of steel, into the lock. He next examined one of the safes and found it open. Some valuable diamonds were missing. Mr. Goldschmidt at once telephoned to the Police. The other safe had been also opened and the contents looted.

When the Police arrived they examined the building carefully and discovered that the robbers had entered through Flower Street, where the flower sellers usually vend their wares. The robbers had scaled the wall, which was covered over with broken glass and which they had carefully removed, and had then bored a hole through the back wall, which is about three inches thick. The hole was large enough to allow a medium-sized man to get through, and led into the room where the watch-makers work. Here the robbers evidently found difficulty in breaking the lock of the door, for there were signs of the lock having been tampered with. They set to work to bore another hole in the wall dividing the room from the general store, and, having succeeded, entered the room where they prized open a big safe. After ransacking it they turned their attention to a second safe, and here they seemed to have been very fortunate, for they found a bunch of keys which they tried on the other safes and were successful in opening them.

The robbers had taken the precaution of putting a catch on the front door lock to prevent their being surprised by their work. They were fortunate in this too, for although the watchman was on duty he is said to have heard nothing of the doings of the robbers to excite his suspicion. Judging by the elaborate method in which the robbers proceeded to rifle the safes of their contents, it appears that they must have remained in the shop for a considerable time. This is all the more surprising in view of the fact that the watchman is supposed to look through the doors every now and then. The doors are of glass and, as usual, there were bright lights burning all night long. That the robbers escaped the same way that they entered the premises is evident from the presence of the catch in the lock. It is probable that they managed to get the early morning boat either for Macao or Canton.

The watchman on the premises was questioned at considerable length and was then taken to the Police Station, where he is being detained pending further investigations.

Inspector O'Sullivan, while examining the front door, noticed a strange Northern Chinese standing nearby, and it is alleged that as soon as the man saw away, he was immediately arrested, searched and then taken to the station for further enquiry. The Police, who have a difficult task before them in arresting the robbers. It is understood that the property was covered by insurance.

TO-NIGHT!

HUMPHREY BISHOP CO.'S

SECOND

COMPLETE CHANGE

OF PROGRAMME.

1081

NOTICE OF REMOVAL.

THE AULT & WIBORG CO.

ON and after SATURDAY, JUNE 19TH, we will be located in our New Office at No. 81, DES VŒUX ROAD CENTRAL, where we will expect a visit of inspection from our good friends.

81, DES VŒUX ROAD CENTRAL, HONGKONG. 37, CANTON ROAD, SHANGHAI.

1082

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE &
ELECTRIC WELDERS.
MECHANICAL &
ELECTRIC
ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.
—DRY DOCK—
Length 787 Feet.
Length on Blocks 750 Ft.
Depth on Centre of
SILL (H.W.O.S.T.) 34 ft. 6 in.
—THREE SLIPWAYS—
Capable of Handling Ships Up
to 3,000 Tons Displacement.
Electric Crane at Sea Wall, Capable of
Lifting 100 Tons at 70 Feet Radius.

BUTTERFIELD & SWIRE.

TEL. ADDRESS: "TAIKOODOCK," HONGKONG. AGENTS.
TELEPHONE No. 212. HONGKONG, CHINA & JAPAN.
CALL FLAG: "C" OVER ANG. PENNANT. [18]

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via Panama

S.S. "KEKETTICUT" ... About Middle of July

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BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE

TELEPHONE 2477 & 2478. AGENTS. 5TH FLOOR HOTEL MANSIONS 208

THE CHINA & AUSTRALIA S.S. CO.

For MELBOURNE & SYDNEY via MANILA, SANDAKAN & QUEENSLAND PORTS

"GABO" (Cargo only) ... July End
"HWAH FENG" ... July 4th
"VICTORIA" ...

For Passage and Freight apply to:—
THE CHINA & AUSTRALIA S.S. CO.
Agents, 111 Canton Road Central.

597

THE "SLAVERY" QUESTION IN HONGKONG.

A DISCUSSION AT A GOVERNMENT
HOUSE LUNCH

We take from the *Herald* reports of the proceedings of the House of Commons on Monday April 28th the following contribution by Lieut.-Colonel John Ward, to the discussion in Committee on Supply on the Colonial Office vote:

Lieut.-Colonel JOHN WARD: I wish to refer to an incident that occurred whilst I was at Hongkong. I wish it to be a reminder to the Secretary of State on a subject about which I have informed him already. During 1917, when stationed at Hongkong as a military officer, I was invited one day to lunch at the Governor's house, the occasion being a reception to the Chinese mandarin who was the Governor of Canton. All British officers and officials of the colony were present. A discussion took place on one side of the table about a matter which had just been before the courts—a case of selling two girls, and as to whether it was legal in a British colony to buy or sell human beings. The Chief Justice, or whatever may be his proper title, laid down an *obiter dictum*, which was strange to the ears of an Englishman who had not been long in the colonies. It was to the effect that it was extremely doubtful as to whether slavery and the buying and selling of human beings was not legal in Hongkong. Since by the Proclamation taking over the territory of Hongkong we agreed to observe Chinese customs, and slavery at the time was one of the Chinese customs to which we believed the Proclamation referred. No punishment was inflicted, but there were Englishmen in Hongkong who still thought it was not possible to buy and sell people legally under the British flag, and so it was hotly discussed. One of the legal gentlemen who had been at the trial was at the lunch, and the Consul-General from Canton carried on some slight discussion relating to what they considered to be the constitutional policy as to slavery within the British Dominions. After the conversation was over, so far as the British replies were concerned, the Mandarin asked the whole discussion in making the following observations: "I think that under the old Manchu Dynasty slavery was a legal institution within the Dominions and Empire of China, but the moment that dynasty was swept away and a Republic established its first declaration, and its first most stringent law, was the abolition of slavery and the buying or selling of human beings, even for adoption or any other purpose, or in any other guise. Because it was a Chinese custom we found it very difficult to suppress it in China, and we have cut off the heads of hundreds of Chinese to insist on this law being observed. Now one of the strangest things is that the only place where this can be done within the whole territory of China is Hongkong, the possession of Britain."

A circular issued to the Press by the San Francisco Chamber of Commerce Publicity Bureau, says:—
Shipping interests of San Francisco are frankly elated over the action of the United States Shipping Board in allocating to San Francisco seven fine trans-Pacific passenger steamers, five of which will ply between this port and the Orient under the flag of the Pacific Mail and two between San Francisco and Honolulu under the Nation line colours.
In addition to the seven passenger ships given to San Francisco, the Shipping Board has assigned five other passenger vessels to the Admiral line of Seattle, and these also will be placed on the Oriental run.
This acquisition of twelve passenger ships is the outcome of the persistent fight that the San Francisco Chamber of Commerce has carried on here and at Washington for nearly a year.
The struggle for ships to relieve the acute situation in the Pacific was begun late last summer when the Chamber of Commerce called into conference at San Francisco representatives of the Chamber of Commerce of all the principal Pacific ports of this country and agreed upon a unified action programme which was carried to Washington and presented to the Shipping Board.
On that occasion the chief spokesman for the Pacific Coast delegation was Dr. Paul Reinsch, former United States Minister of China, and the San Francisco Chamber of Commerce was represented by Charles C. Moore and Leon G. Levy.

AMERICAN SHIPS FOR PACIFIC TRADE.

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WEATHER REPORT.

June 27th, at 12.10.—No returns from Japanese stations.

Pressure has decreased considerably in the vicinity of the Formosa Channel and moderately elsewhere. The depression is probably situated to the north-west of Hongkong, moving north-eastward.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 45.73 inches against an average of 37.44 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast.
Hongkong to Cap Rock	S.W. winds strong, moderating; cloudy squally, rain.
Formosa Channel	The same as No. 1.
South coast of China between Hongkong and Lamoo	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

JUNE 27TH A.M.

Station.	Hour	Thermometer	Barometer	Humidity	Wind	Weather
Vladivostok	6 a.	29.72	63	—	—	—
Yemuro	6 a.	—	—	—	—	—
Hakodate	—	—	—	—	—	—
Tokio	—	—	—	—	—	—
Kobe	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—
Kagoshima	—	—	—	—	—	—
Oshima	—	—	—	—	—	—
Naha	—	—	—	—	—	—
Isigakijima	—	—	—	—	—	—
Bona Island	—	—	—	—	—	—
Weihaeiwei	6 a.	29.68	70	90	SW	1 b
Hankow	—	—	—	—	—	—
Ichang	—	—	—	—	—	—
Kinkiang	—	—	—	—	—	—
Changsha	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—
Gutzlaff	—	—	—	—	—	—
Sharp Peak	—	—	—	—	—	—
Amoy	6 a.	29.40	81	82	SW	4 c
Swatow	—	—	—	—	—	—
Taihu	—	—	—	—	—	—
Taiwan	—	—	—	—	—	—
Koshun	—	—	—	—	—	—
Pescadore	—	—	—	—	—	—
Canton	—	—	—	—	—	—
Hongkong	—	—	—	—	—	—
Cap Rock	—	—	—	—	—	—
Macao	—	—	—	—	—	—
Wuchow	9 a.	—	—	—	—	—
Hoihow	—	—	—	—	—	—
Pakhoi	—	—	—	—	—	—
Phu Lien	7 a.	—	—	—	—	—
Tourane	—	—	—	—	—	—
Capo d'Amor	—	—	—	—	—	—
Amoy	6 a.	29.60	77	82	SW	2 c
Manila	—	—	—	—	—	—
Legaspi	—	—	—	—	—	—
Tacloban	—	—	—	—	—	—
Iloilo	—	—	—	—	—	—
Surigao	—	—	—	—	—	—
Guam	—	—	—	—	—	—
Labuan	6 a.	—	—	—	—	—

T. E. CLAXTON, Director.

1. BAROMETRIC, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF SKY, by time sky, detached cloud, drifting rain, fog, gloom, hail, lightning, overcast, passing shower, equal rain, snow, thunder, visibility, w. dew vet.
7. RAIN, in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 27th.

	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	29.53	29.44	29.42
Temperature	87	84	83
Humidity	78	77	82
Wind Direction	SW	SSW	West
Force	5	6	0
Weather	—	—	—
Rain	0.23	—	0.29

Highest open-air Temperature on 26th ... 87

Lowest open-air Temperature on 27th ... 83

HONGKONG TIDE TABLE.

From June 28th to July 4th, 1920.

		High Water	Low Water
		Standard Time	Standard Time
Day of Month	Height	Day of Month	Height
Mon. 28	h. m. ft. in.	Mon. 28	h. m. ft. in.
Tues. 29	h. m. ft. in.	Tues. 29	h. m. ft. in.
Wed. 30	h. m. ft. in.	Wed. 30	h. m. ft. in.
Thur. 1	h. m. ft. in.	Thur. 1	h. m. ft. in.
Fri. 2	h. m. ft. in.	Fri. 2	h. m. ft. in.
Satur. 3	h. m. ft. in.	Satur. 3	h. m. ft. in.
Sun. 4	h. m. ft. in.	Sun. 4	h. m. ft. in.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

ALONG SUBJECT OF ALTERATION

STRAITS	CALCUTTA	"KWAISANG" Tues.	29th June, 3 a.m.
HAIPHONG via H. HOW		"TAKSANG" Wed.	30th June, 8 a.m.
SEANGHAI via SWATOW		"KWONGSANG" Wed.	30th June, 8 a.m.
SEANGHAI		"CHOWSANG" Fri.	2nd July, 8 a.m.
TIENTSIN		"CHIPSANG" Fri.	2nd July, 8 a.m.
MANILA		"WINGSANG" Fri.	2nd July, 3 p.m.
SANDAK		"HINSANG" Sat.	3rd July, 8 a.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Swatow and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bill of Lading for Kuching, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

CALCUTTA LINE.

S.S. "KWAISANG"

will be despatched on or about June 29th, for SINGAPORE, PENANG and CALCUTTA.

Cargo accepted on Through Bills of Lading (Transshipment at Singapore) to RANGOON, PORT SWETTENHAM and MADRAS.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS

TELEPHONE No. 315.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

Vessel	Outwards	Due Hongkong
"GLENLYLE"	—	20th June
"GLENARA"	—	12th July
"GLENAMORY"	—	18th July
"GLEN SANDA"	—	25th July

Vessel	Leaves Hongkong	Discharges
"CARMARTHENSHIRE"	3rd July	LONDON & ANTWERP
"GLENLYLE"	28th July	GENOA, LONDON & ANTWERP

Movements are subject to change without notice. For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

AGENTS: The Glen Line, Ltd.; The Royal Mail Steam Packet Co. Owners of "Shire" Line.

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Cable Address
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Bentley's, A.B.C. 5th Ed.
and Scott's Codes.

Telephone: Sansonmoly
2844, 2845

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ... Y20,000,000

President: Mr. Y. KAWASAKI
Vice-President: Mr. K. MATSUOKA
Managing Director: Mr. MATSUYAMA

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's management:—

Twenty steamers of about 9,100 tons deadweight each

Two steamers of about 6,400 tons deadweight each.

Belonging to the Kawasaki Dockyard Co., Ltd.

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,
No. 8, Bury, Kobe.

SHIPPING NEWS

ARRIVALS.

June 25th.
Chofu Maru, Japanese str., 933 tons, Capt. Miyamoto, from Whampoa, in ballast.—Dodwell & Co.
Hongkong, Chinese str., 916 tons, Capt. Novik, from Canton, in ballast.—Kwong Mou Tai.
Kyushu Maru, Japanese str., 1,306 tons, Capt. Harichi, from Dairen, with a general cargo.—M.H.K.
Sanchow, Chinese str., 745 tons, Capt. Forster, from Canton, with a general cargo.—Kwong Mou Tai.
Yachow Maru, Japanese str., 783 tons, Capt. Yoshida, from Ching Wan Tao, with a cargo of coal.—Dodwell & Co.
June 26th.
Calcutta, American str., 1,821 tons, Capt. Asplund, from Saigon, with a cargo of rice.—Dodd & Co.
Cheng Shing, British str., 1,299 tons, Capt. Van Cortlandt, from Canton, with a general cargo.—J. M. & Co.
Hongkong, British str., 1,270 tons, Capt. Pasmore, from Canton, with a general cargo.—B. & S.
Hongkong, Portuguese str., 445 tons, Capt. Nogueira, from Kwang Chow Wan, with a general cargo.—Wing Lee.
Hongkong, British str., 1,222 tons, Capt. Longrove, from Canton, with a general cargo.—B. & S.
Inaba Maru, Japanese str., 3,850 tons, Capt. Sono, from Shanghai, with a general cargo.—N.Y.K.
Kyushu Maru, Japanese str., 987 tons, Capt. Jones, from Hoihow, with a general cargo.—B. & S.
Kyushu Maru, British str., 1,688 tons, Capt. Richard, from Canton, with a general cargo.—J. M. & Co.
Kyushu Maru, Portuguese str., 470 tons, Capt. Costa, from Hoihow, with a general cargo.—Tai Fuag.
Shanghai, British str., 1,450 tons, Capt. Monkman, from Shanghai, with a general cargo.—B. & S.
Sushu Maru, Japanese str., 1,006 tons, Capt. Harada, from Takao, with a general cargo.—O.S.K.
Sushu Maru, Portuguese str., 1,145 tons, Capt. Camero, from Singapore, with a general cargo.—Cheong Cheong.
Taiwan Maru, Dutch str., 2,444 tons, Capt. Blunhardt, from Sourabaya, with a general cargo.—J.C.J.L.
June 27th.
Chak Sang, British str., 1,470 tons, Capt. Courtney, from Calcutta, with a general cargo.—J. M. & Co.
Chak Sang, Chinese str., 560 tons, Capt. Church, from Fremantle, with a cargo of sundry wood.—Hang Shun.
Demopolis, British str., 4,091 tons, Capt. J. R. Evans, from Singapore, with a general cargo.—B. & S.
Empress of Russia, British str., 8,780 tons, Capt. S. Robinson, from Vancouver, with a general cargo.—C.P.O.S.
Ganges Maru, Japanese str., from Kobe, with a general cargo.—O.S.K.
Kyushu Maru, Chinese str., 445 tons, Capt. Noren, from Hoihow, with a general cargo.—Globe Navigation Co.
Kyushu Maru, Japanese str., 2,004 tons, Capt. Anvira, from Manila, with a general cargo.—O.S.K.
Makura Maru, Japanese str., 2,999 tons, Capt. Ishikawa, from Yokohama, with a general cargo.—O.S.K.
Myoko Maru, Japanese str., 2,999 tons, Capt. Nakao, from Balikpapan, with a general cargo.—Dodwell & Co.
Taiwan Maru, Chinese str., 1,216 tons, Capt. Halkett, from Shanghai, with a general cargo.—China Merchants.
Theatros, British str., 4,297 tons, from Singapore, with a general cargo.—B. & S.
Togo Maru, Japanese str., 2,175 tons, Capt. Meguro, from Sandakan, with a general cargo.—O.S.K.

PASSENGERS.

ARRIVALS.
 Per R.M.S. **Empress of Russia**, on June 25th: Mr. W. Atkinson, Mr. and Mrs. W. L. Alderson, Mr. and Mrs. J. E. and Miss S. M. Abbott, Mr. and Mrs. W. H. Beach, Mr. J. S. Brown, Dr. J. G. L. Brown, Capt. C. A. Bowers, Mr. E. Rodriguez, Mrs. Bayne, Mr. M. Blum, Dr. A. H. Boccari, Mr. and Mrs. R. S. Boyd, Mr. A. O. Benham, Mr. F. W.

FOR BOSTON & OR NEW YORK
PRINCE LINE FAR EAST SERVICE.

For NEW YORK
 via SUEZ CANAL Middle of Sept.
 Steamers proceed via Suez Canal or Panama Canal at Owners' option.

For freight and further particulars, apply to—

SHEWAN TOMES & CO.,
Agents.

HOLLAND-EAST ASIATIC SERVICE

Regular monthly service from
JAPAN PORTS, SHANGHAI AND HONGKONG
 TO
AMSTERDAM, ROTTERDAM, HAMBURG
 AND BREMEN.

Sailings subject to alterations.

AMSTERDAM & HAMBURG... "BAAREN" ... August

For full particulars, please apply to—

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General Agents,

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Tel No. 1974

CP O S

MAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki, (Moff) Kobe & Yokohama)

STEAMERS	FROM	DATE
Empress of Russia	Hongkong	July 1 July 19
Empress of Japan	Hongkong	July 20 Aug. 10
Empress of Asia	Hongkong	July 28 Aug. 18
Monteagle	Hongkong	Aug. 12 Sept. 5
Empress of Russia	Hongkong	Aug. 26 Sept. 13
Empress of Japan	Hongkong	Sept. 14 Oct. 5
Empress of Asia	Hongkong	Sept. 23 Oct. 11
Monteagle	Hongkong	Oct. 28 Nov. 8
Empress of Japan	Hongkong	Nov. 9 Nov. 30
Empress of Asia	Hongkong	Nov. 18 Dec. 6
Empress of Russia	Hongkong	Dec. 18 Jan. 8

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by cable or letter for all passengers to Europe, whether or not crossing the Pacific via C.P.O.S. steamers. Frequent sailings Montreal to Liverpool, London and Glasgow. Passage orders issued here will cover all such reservations.

Fares and other information please apply

HONGKONG OFFICE.

Telephone 745. Cable address: CANPAC.

CANADIAN PACIFIC

OCEAN SERVICES.

DODWELL & COMPANY, LD.

STEAMSHIP SERVICES.

Regular Sailings to

NEW YORK

via Panama Canal.

S.S. "LOWTHER CASTLE" about end of July

LLOYD TRIESTINO

For SHANGHAI & YOKOHAMA

S.S. "PILSNA" on or about 11th July.

For BRINDISI, VENICE & TRIESTE.

Taking Cargo on through Bills of Lading to LEVANT, BLACK SEA & DANUBE PORTS.

S.S. "PILSNA"

On or about 12th August.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA.

For JAPAN

S.S. "RION MARU" sailing on or about 29th June.

S.S. "BANRI MARU" sailing on or about 5th July.

For JAVA

S.S. "HOKUTO MARU" sailing on or about 25th June.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Steamship Service Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA

in conjunction with the

INDO CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINES.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Agents

110

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers "EQUADOR," "VENEZUELA" & "COLOMBIA,"

HONGKONG TO SAN FRANCISCO,

via SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON!

ALSO

S.S. "WEST CALERA" Middle of July, for Baltimore, via Suez and canal Ports of call.

HONGKONG-CALCUTTA SERVICE.

S.S. "LAKE FARMINGDALE" Tuesday, June 29th, for Calcutta via Singapore, Penang and Bangkok.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Central and South American ports.

For further information, apply to—

PACIFIC MAIL S.S. CO.

Telephone 141.

Hotel Mansions, Cable Address "80450."

N. Y. K.

NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports
 Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

TAJIMA MARU (calling Manila & Keelung) Wednesday 30th June, at 11 a.m.

KATORI MARU (calling Manila) Sunday, 4th July, at 11 a.m.

TOYOHASHI MARU (calling Manila & Keelung) Sunday, 15th Aug., at 11 a.m.

KASHIMA MARU (calling Manila & Keelung) Monday, 16th Aug., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez

Port Said and Marseilles.

INABA MARU ... Sunday, 27th June, at Noon.

KAMO MARU ... Tuesday, 13th July, at Noon.

IYO MARU ... Friday, 23rd July, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo

Suez and Port Said.

TSUSHIMA MARU ... Saturday, 10th July

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and

Port Said.

TOKUSHIMA MARU ... Monday, 19th July

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

NIKKO MARU ... Wednesday, 21st July, at 11 a.m.

AKI MARU ... Wednesday, 18th Aug., at 11 a.m.

NEW-YORK & HAVANA via Shanghai, Kobe, Yokohama, Muror

San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU ... Saturday, 10th July.

BOMBAY & COLOMBO via Singapore.

YETOROFU MARU ... Monday, 5th July.

SHINYO MARU ... Middle of July.

CALCUTTA & RANGOON via Singapore & Penang.

MALACCA MARU ... Monday, 28th June.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Wednesday, 21st July, at 11 a.m.

TANGO MARU ... Saturday, 23rd Aug., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TOYAMA MARU ... Tuesday, 29th June.

ATSUTA MARU ... Wednesday, 30th June, at 11 a.m.

NAGANO MARU ... Thursday, 1st July.

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293 S. YASUDA, Manager.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

FOR VICTORIA AND VANCOUVER, B.C.,

SHANGHAI, NAGASAKI, KOBE &

YOKOHAMA.

S.S. "MATTAWA"

will sail from Hongkong on or about the 2nd July.

Through Bills of Lading issued to Canadian and U.S. overland points.

For Freight apply to—

P. A. COX,

Acting General Agent.

C.P.O.S. LTD.

1054

THE ADMIRAL LINE.

Freight Service to Europe

Regular Service to

ANTWERP and ROTTERDAM.

S.S. "HASSAYAMPA"

Sailing

Middle of July

For Freight Space and Particulars apply to—

THE ADMIRAL LINE

Telephones.

AGENTS.

5th Floor.

2477 & 2478

Hotel Mansions.

1115

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamers: Arr. Hongkong from Australia: Lv. Hongkong for Australia:

"CHANGSHA" 10th July 14th July.

SAILINGS SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice. Fresh Provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried. Reduced Rates. Cargo booked through to all Australian, New Zealand & Tameside Ports. For freight and passage apply to— BUTTERFIELD & SWIRE Agents.

AMERICAN & ORIENTAL LINE

FOR HAVANA AND NEW YORK
via Panama Canal.

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGAN BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agent."ELLERMAN" LINE.
(ELLERMAN & BUCKNALL S.S. CO. LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON & HAMBURG "KATHLAMBA" 23th July.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to REISS & Co. CANTON.

THE BANK LINE, LTD.

General Agents.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamer To Sail

MANILA, ILOILO	"HANYANG"	On 28th June	4 P.M.
WANTAI, CHENG, & TIENTSIN	"HUICHOW"	On 29th June	Daylight
HOIHOW, PAKHOI & HAIPHONG	"KAIKONG"	On 30th June	9 A.M.
AMOI, SHANGHAI & FUKOW	"SHANTUNG"	On 28th June	10 A.M.
SWATOW and BANGKOK	"CHUAN"	On 29th June	11 A.M.
SHANGHAI	"SUNNING"	On 1st July	Noon
SHANGHAI and THINGTAO	"YINGCHOW"	On 2nd July	4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Thingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, Agents.

TELEPHONE 24.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR
SWATOW, AMOI AND FOCHOW
AND RETURN

(Occupying 8 to 10 Days.)

"HAIHONG"	On 2nd July	at 3 P.M.
"HAICHING"	On 5th July	at 2 P.M.
"HAILONG"	On 8th July	at 3 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIR & CO.,
General Manager.

NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.)

AND
AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong.

"DEUCALION"	via Suez	7th July
"CITY OF GRAN"	via Suez	27th July
"FALING"	via Suez	8th Aug.
"NINGBOH"	via Suez	8th Sept.

• calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON REISS & CO. CANTON.

P. & O. - BRITISH INDIA.

APCAR AND EASTERN &

AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES.

MAGRITUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA.

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"KARNALA"	9,000	24th June 4 P.M.	Marseilles, London & Antwerp
"DEVANHA"	8,100	17th July	Marseilles, London & Antwerp
"DILWARA"	5,400	17th July	Straits Colombo & Bombay
"LAHORE" (Cargo only)	5,200	24th July	Marseilles, London & Antwerp
"KALYAN"	9,000	10th Aug.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"MADRAS" 7,000 4th July Straits, Rangoon & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	10th July	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,000	13th Aug.	

SAILINGS TO SHANGHAI & JAPAN

"ST. ALBANS"	4,500	28th June	Kobe direct.
"LAHORE" (Cargo only)	5,200	3rd July	Shanghai & Japan.
"DILWARA"	5,400	5th July	Shanghai & Japan.
"KALYAN"	9,000	12th July	Shanghai & Japan.
"JEYPORE" (Cargo only)	5,200	14th July	Shanghai & Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable. 1st Saloon Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. tickets Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be ascertained or altered without notice.

Parcels Measuring not more than 5ft x 2 1/2 ft x 1 ft will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. Coddard & Dove, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc. apply to MACKINNON, MACKENZIE & CO., Agents.

21, Des Voeux Road Central, HONGKONG.



GRAND-PACIFIC VOYAGES SERVICE

operating the following C.R. Shipping Lines Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe)

"ENDICOTT"	...	About July 10th
"WHEELER"	...	About July 18th
"ELDRIDGE"	...	About July 26th
"ELKTON"	...	About Aug. 10th

For PORTLAND direct.

"ABERDEEN"	...	About July 10th
"PAWLET"	...	About July 26th

Through Bills of Lading issued via Overland Commerce points.

For Freight and Particulars apply to

THE ADMIRAL LINE

Telephone 2471 & 2472 21th Floor, Royal Marine Building

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

10,000 tons 10,000 tons 11,000 tons

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

via SHANGHAI, JAPAN, PORTS AND HONOLULU

"NANKING" "CHINA" "NILE"

Aug. 19th July 22nd

An unsurpassed high-class passenger service.

O. H. RITTER, Prince's Building, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

Telephone, Passenger Dept. 1941. Telephone, Freight Dept. and Agents 2161.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.

via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

STEAMERS	TONS	LEAVE HONGKONG
"PERSEA MARU"	8,000	July 6th
"KOREA MARU"	20,000	July 14th
"SIBERIA MARU"	20,000	Aug. 10th (from Yokohama)
"TENYO MARU"	22,000	Aug. 11th
"SEIYO MARU"	22,000	Sept. 6th

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO

via JAPAN, SALINA CRUZ, BALBOA, CALLAO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
"KIYO MARU"	17,000	July 15th
"ANYO MARU"	18,500	Sept. 9th
"SEIYO MARU"	14,000	Nov. 9th

For full information regarding passengers, freight, and sailings, apply to—

Y. TSUTSUMI, Manager.

Agents at Canton: King's Building. Tel. Nos. 2374 & 2375.

Messrs. T. E. GRUFFITHS, LTD.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KUBE	"AMAZONE" 10,000	On or about 17th July
YOKOHAMA	"ANDRE LEBON" 21,000	On or about 3rd Aug.
	"PAUL LECAT" 21,000	On or about 15th Aug.
	"ARMAND BEHIC" 10,000	On or about 4th Sept.

MARSEILLES via	"PORTHO" 10,000	On or about 28th June.
SAIGON, SINGAPORE		
PORT COLOMBO		
DJIBOUTI, SUZ		
PORT SAID		

ALL STEAMERS Fitted with WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,

Acting Agent,

Queen's Building.

TELEPHONE 740.

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O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG

—Monthly direct service via Singapore and Port Said.

POST OFFICE NOTICE.

Telegraphic communication with Wigan Lighthouse is interrupted.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS

FROM	PER	DATE
STRAITS	Togana Maru	28th June
SHANGHAI	Sunwing	28th June
JAPAN and U.S.A.	Perna Maru	28th June
STRAITS and CALCUTTA	Nagano Maru	30th June
STRAITS	Arita Maru	30th June

OUTWARD MAILS.

FOR	PER	DATE
Philippine Islands*Formosa via Keelung, Shanghai*North China,*Japan via Nagasaki,*Canada,*United States,*Central and South America,*and EUROPE via VICTORIA, B.C. Saigon,*Straits,*Bangkok,*Ceylon,*Mauritius,*L. Marquis,*South Africa,*India via Dhanushkodi, Aden and EUHOPE via MAITSELLES	Arabia Maru	Monday, 28th Registration 8.45 A.M. Letters 9.30 A.M.
Philippine Islands*Formosa via Keelung, Shanghai*North China,*Japan via Nagasaki,*Canada,*United States,*Central and South America,*and EUROPE via VICTORIA, B.C. Saigon,*Straits,*Bangkok,*Ceylon,*Mauritius,*L. Marquis,*South Africa,*India via Dhanushkodi, Aden and EUHOPE via MAITSELLES	Portlow	Monday, 28th Registration 9.45 A.M. Letters 10.30 A.M.
Philippine Islands*Formosa via Keelung, Shanghai*North China,*Japan via Nagasaki,*Canada,*United States,*Central and South America,*and EUROPE via VICTORIA, B.C. Saigon,*Straits,*Bangkok,*Ceylon,*Mauritius,*L. Marquis,*South Africa,*India via Dhanushkodi, Aden and EUHOPE via MAITSELLES	Karimata	Monday, 28th Registration 1.45 P.M. Letters 2.30 P.M.
Philippine Islands*Formosa via Keelung, Shanghai*North China,*Japan via Nagasaki,*Canada,*United States,*Central and South America,*and EUROPE via VICTORIA, B.C. Saigon,*Straits,*Bangkok,*Ceylon,*Mauritius,*L. Marquis,*South Africa,*India via Dhanushkodi, Aden and EUHOPE via MAITSELLES	Hingyang	Monday, 28th 3.00 P.M.
Philippine Islands*Formosa via Keelung, Shanghai*North China,*Japan via Nagasaki,*Canada,*United States,*Central and South America,*and EUROPE via VICTORIA, B.C. Saigon,*Straits,*Bangkok,*Ceylon,*Mauritius,*L. Marquis,*South Africa,*India via Dhanushkodi, Aden and EUHOPE via MAITSELLES	Huichow	Monday, 28th 5.00 P.M.
Philippine Islands*Formosa via Keelung, Shanghai*North China,*Japan via Nagasaki,*Canada,*United States,*Central and South America,*and EUROPE via VICTORIA, B.C. Saigon,*Straits,*Bangkok,*Ceylon,*Mauritius,*L. Marquis,*South Africa,*India via Dhanushkodi, Aden and EUHOPE via MAITSELLES	Kaifong	Tuesday, 29th 8.00 A.M.
Philippine Islands*Formosa via Keelung, Shanghai*North China,*Japan via Nagasaki,*Canada,*United States,*Central and South America,*and EUROPE via VICTORIA, B.C. Saigon,*Straits,*Bangkok,*Ceylon,*Mauritius,*L. Marquis,*South Africa,*India via Dhanushkodi, Aden and EUHOPE via MAITSELLES	Shanghai	Tuesday, 29th 9.00 A.M.
Philippine Islands*Formosa via Keelung, Shanghai*North China,*Japan via Nagasaki,*Canada,*United States,*Central and South America,*and EUROPE via VICTORIA, B.C. Saigon,*Straits,*Bangkok,*Ceylon,*Mauritius,*L. Marquis,*South Africa,*India via Dhanushkodi, Aden and EUHOPE via MAITSELLES	Chow	Tuesday, 29th 10.00 A.M.
Philippine Islands*Formosa via Keelung, Shanghai*North China,*Japan via Nagasaki,*Canada,*United States,*Central and South America,*and EUROPE via VICTORIA, B.C. Saigon,*Straits,*Bangkok,*Ceylon,*Mauritius,*L. Marquis,*South Africa,*India via Dhanushkodi, Aden and EUHOPE via MAITSELLES	Hui Hong	Tuesday, 29th 1.00 P.M.
Philippine Islands*Formosa via Keelung, Shanghai*North China,*Japan via Nagasaki,*Canada,*United States,*Central and South America,*and EUROPE via VICTORIA, B.C. Saigon,*Straits,*Bangkok,*Ceylon,*Mauritius,*L. Marquis,*South Africa,*India via Dhanushkodi, Aden and EUHOPE via MAITSELLES	Kowloon	Tuesday, 29th 5.00 P.M.
Philippine Islands*Formosa via Keelung, Shanghai*North China,*Japan via Nagasaki,*Canada,*United States,*Central and South America,*and EUROPE via VICTORIA, B.C. Saigon,*Straits,*Bangkok,*Ceylon,*Mauritius,*L. Marquis,*South Africa,*India via Dhanushkodi, Aden and EUHOPE via MAITSELLES	Taiwan Maru	Wednesday, 30th Registration 8.15 A.M. Letters 9.30 A.M.
Philippine Islands*Formosa via Keelung, Shanghai*North China,*Japan via Nagasaki,*Canada,*United States,*Central and South America,*and EUROPE via VICTORIA, B.C. Saigon,*Straits,*Bangkok,*Ceylon,*Mauritius,*L. Marquis,*South Africa,*India via Dhanushkodi, Aden and EUHOPE via MAITSELLES	Atsuta Maru	Wednesday, 30th 10.00 A.M.
Philippine Islands*Formosa via Keelung, Shanghai*North China,*Japan via Nagasaki,*Canada,*United States,*Central and South America,*and EUROPE via VICTORIA, B.C. Saigon,*Straits,*Bangkok,*Ceylon,*Mauritius,*L. Marquis,*South Africa,*India via Dhanushkodi, Aden and EUHOPE via MAITSELLES	Sosha Maru	Wednesday, 30th 3.00 P.M.
Philippine Islands*Formosa via Keelung, Shanghai*North China,*Japan via Nagasaki,*Canada,*United States,*Central and South America,*and EUROPE via VICTORIA, B.C. Saigon,*Straits,*Bangkok,*Ceylon,*Mauritius,*L. Marquis,*South Africa,*India via Dhanushkodi, Aden and EUHOPE via MAITSELLES	Caderech	Thursday, 1st 9.00 A.M.
Philippine Islands*Formosa via Keelung, Shanghai*North China,*Japan via Nagasaki,*Canada,*United States,*Central and South America,*and EUROPE via VICTORIA, B.C. Saigon,*Straits,*Bangkok,*Ceylon,*Mauritius,*L. Marquis,*South Africa,*India via Dhanushkodi, Aden and EUHOPE via MAITSELLES	Empress of Russia	Thursday, 1st Registration 9.45 A.M. Letters 10.30 A.M.
Philippine Islands*Formosa via Keelung, Shanghai*North China,*Japan via Nagasaki,*Canada,*United States,*Central and South America,*and EUROPE via VICTORIA, B.C. Saigon,*Straits,*Bangkok,*Ceylon,*Mauritius,*L. Marquis,*South Africa,*India via Dhanushkodi, Aden and EUHOPE via MAITSELLES	Huiching	Friday, 2nd 1.00 P.M.
Philippine Islands*Formosa via Keelung, Shanghai*North China,*Japan via Nagasaki,*Canada,*United States,*Central and South America,*and EUROPE via VICTORIA, B.C. Saigon,*Straits,*Bangkok,*Ceylon,*Mauritius,*L. Marquis,*South Africa,*India via Dhanushkodi, Aden and EUHOPE via MAITSELLES	Shanghai	Friday, 2nd 3.00 P.M.
Philippine Islands*Formosa via Keelung, Shanghai*North China,*Japan via Nagasaki,*Canada,*United States,*Central and South America,*and EUROPE via VICTORIA, B.C. Saigon,*Straits,*Bangkok,*Ceylon,*Mauritius,*L. Marquis,*South Africa,*India via Dhanushkodi, Aden and EUHOPE via MAITSELLES	Shanghai	Saturday, 3rd 3.00 P.M.
Philippine Islands*Formosa via Keelung, Shanghai*North China,*Japan via Nagasaki,*Canada,*United States,*Central and South America,*and EUROPE via VICTORIA, B.C. Saigon,*Straits,*Bangkok,*Ceylon,*Mauritius,*L. Marquis,*South Africa,*India via Dhanushkodi, Aden and EUHOPE via MAITSELLES	Katori Maru	Sunday, 4th Registration 9.00 A.M. Letters 9.00 A.M.
Philippine Islands*Formosa via Keelung, Shanghai*North China,*Japan via Nagasaki,*Canada,*United States,*Central and South America,*and EUROPE via VICTORIA, B.C. Saigon,*Straits,*Bangkok,*Ceylon,*Mauritius,*L. Marquis,*South Africa,*India via Dhanushkodi, Aden and EUHOPE via MAITSELLES	Hui Hong	Tuesday, 5th 1.00 P.M.

COMMERCIAL.
OPENING QUOTATIONS.

ON	PER
On L. 100s.	
Telegraphic Transfer	3.75
Bank Bill, on demand	3.75
Bank Bill, at 3 days sight	3.75
Bank Bill, at 1 month sight	3.75
Credit, 4 months sight	3.75
Document, 4 months sight	3.75
On P. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75
On N. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75
On Y. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75
On H. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75
On S. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75
On B. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75
On R. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75
On C. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75
On A. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75
On I. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75
On E. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75
On O. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75
On U. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75
On G. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75
On F. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75
On D. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75
On J. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75
On K. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75
On L. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75
On M. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75
On N. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75
On O. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75
On P. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75
On Q. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75
On R. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75
On S. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75
On T. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75
On U. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75
On V. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75
On W. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75
On X. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75
On Y. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75
On Z. 100s.	
Bank Bill, on demand	3.75
Credit, 4 months sight	3.75

SUBSIDIARY COINS.

HONGKONG	PER
Hongkong, 30 cents piece	\$0.00 Discount
Hongkong, 10 "	0.00
Canton, 20 "	0.01
Canton, 10 "	0.00 Premium

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 34 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABBE,
Chief Manager.
Hongkong, November 2nd, 1919.

THE CHARTERED BANK OF INDIA.
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital	£2,000,000
Reserve Fund	£2,000,000
Reserve Liability of Proprietors	£2,000,000
FOREIGN EXCHANGE and General Banking business transacted.	
CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.	
J. L. CROCKATT, Manager.	
Hongkong, March 27th, 1920.	(82)

THE BANK OF TAIWAN LIMITED
(TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	37,500,000
Reserve Funds	7,030,000

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Ginsan, Kagi, Karsen, Keelung, Makung, Nanto, Pinnan, Shichiku, Taichu, Tainan, Takow, Tamai, Toiyen, Aiko.
CHINA—Shanghai, Hankow, Kinkiang, Amoy, Foochow, Swatow, Canton, Others—Kongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
LONDON, COUNTY, WESTMINSTER AND PARK BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, India, China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.
Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

SEIZO KONDOH,
Manager.

HONGKONG BRANCH:
2, Des Voeux Road, Central,
Hongkong, November 1st, 1919. (43)

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London, E.C. 3.

Authorized Capital	£1,500,000
Subscribed	1,500,000
Paid-up	750,000
Reserve Fund & Res.	848,000

Bankers:
The Bank of England,
The London Joint City & Midland Bank, Ltd.

Branches:
Bombay, Hongkong, Kuala Lumpur, Rangoon, Calcutta, Howrah, Madras, Shanghai, Colombo, Kandy, New York, Singapore, Delhi, Karachi, Penang, Galle, Kotschira, Port Louis (Mauritius).

HONGKONG BRANCH:
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.
H. C. WILSON,
Acting Manager.

Queen's Road Central,
Hongkong April 29th, 1920. (44)

BANQUE INDUSTRIELLE
(FRENCH BANK).

AUTHORIZED CAPITAL ... F. 250,000,000
SUBSCRIBED CAPITAL ... F. 150,000,000
PAID UP ... F. 75,000,000
SUBSCRIBED BY THE GOVERNMENT OF THE CHINESE REPUBLIC ... F. 50,000,000

Chairman of the Board of Directors ... André Berthelot
General Manager ... A. J. Pernotte

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:
Lyon, Hongkong, Yunnanfu, Marseilles, Hankow, Vladivostok, Peking, Singapore, Fochow, Canton, Swatow, Tientsin, Haiphong, Yokohama, Hankow, London, Antwerp, New York.

BANKERS:
In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.

In LONDON: London Joint City & Midland Bank, Ltd.

In NEW YORK: Redmond & Co.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.
Every description of Banking and Exchange business transacted.
Special facilities for French exchange.
M. ROUET DE JOUENEL,
Manager.
Hongkong, April 28th, 1920.

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office—8, Des Voeux Road Central, Hongkong Branch—Pauoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT—Savings and Fixed Deposits bear interest at Rates 2 per cent., 4 per cent., 5 per cent. respectively.
Inquiry on our SPECIAL SERVICE will be welcome.
J. USANG LY,
Manager.
Hongkong, July 7th, 1919.

THE BANK OF CHINA
行銀國中

(Specially authorized by Imperial Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital ... \$60,000,000.00
Paid-up Capital ... 12,379,800.00
Reserve Funds ... 2,187,400.00

HEAD OFFICE—PEKING.

HONGKONG BRANCH:—20-21, Connaught Road Central, Branches and Sub-branches all over China and Correspondents in San Francisco, Singapore and Tokyo.

London Bankers—The National Provincial and Union Bank of England, Ltd.
New York Bankers—Irving Trust Company.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking, Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
Interest on Fixed Deposits at the following rates:—
For 3 months ... 2% per annum.
For 6 months ... 4% per annum.
For 12 months ... 5% per annum.

TRUYEE HUI,
Manager.

Hongkong, February 8th, 1920. 84.

BANQUE DE L'INDO-CHINE
(FRENCH BANK).

Head Office: 15bis Rue La Fayette, Paris.

Capital	Fr. 48,000,000
Reserves	Fr. 50,000,000

BRANCHES AND AGENCIES.

Bangkok, Hongkong, Saigon, Batavia, Mongtze, Shanghai, Canton, Nankin, Singapore, Peking, Tientsin, Haiphong, Fochow, Yunnanfu, Hankow, Pondichery, Hanoi.

BANKERS:

In FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de Pays-Bas; Crédit Industriel et Commercial; Société Générale.

In LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

In NEW YORK: J. P. Morgan & Co.
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.
L. BERENDOAGUE,
Manager.
Hongkong, December 1st, 1919. (76)

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000
Reserve Funds—
Sterling ... £1,500,000
Silver ... \$23,000,000
Reserve Liability of Proprietors \$15,000,000

Court of Directors:

Hon. Mr. E. V. D. PAIR—Chairman
A. H. COMPTON, Esq.—Deputy Chairman
G. M. DODWELL, Esq.
G. T. M. EDKINS, Esq.
A. S. GUBBAY, Esq.
Hon. Mr. P. H. HOLYOAK
Hon. Mr. J. J. JOHNSON
Hon. Mr. W. L. PATTERSON, Esq.
Hon. Mr. J. A. PLUMMER, Esq.

Chief Manager: Hongkong—N. J. STABBE, Esq.

Acting Manager: Shanghai—G. H. SHUTT, Esq.

LONDON BANKERS:

LONDON, COUNTY AND WESTMINSTER & PARK'S BANK, LIMITED.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

N. J. STABBE,
Chief Manager.
Hongkong, May 18th, 1920. 8

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—No. 2, Queen's Road Central.

Paid-up Capital	\$2,000,000.00
Reserve Fund	200,000.00

Directors:

Mr. PONG WAI TING, Chairman
Mr. CHOW SHOU SON, Mr. KAN YING PO, Mr. LI KOON CHUN, Mr. MOK CHING KONG, Mr. FUNG YING SHAN, Mr. WONG YUN TONG, Mr. P. K. KWOK, Mr. CHAN CHING SHEK, Mr. NG CHANG LUK.

Chief Manager—Kan Tong Po, Esq.
Asst. Manager—L. T. FONG, Esq.
Every description of Banking and Exchange business transacted—Loans granted on approved securities.

Interest allowed on Current Deposits Account at the rate of 3 per cent. per annum and on Fixed Deposits at the following rates:—
For 3 months at the rate of 4% per annum.
For 6 months at the rate of 4% per annum.
For 12 months at the rate of 4% per annum.

KAN TONG PO, Chief Manager.
Hongkong, February 18th, 1920. (76)



"THE MARINE"

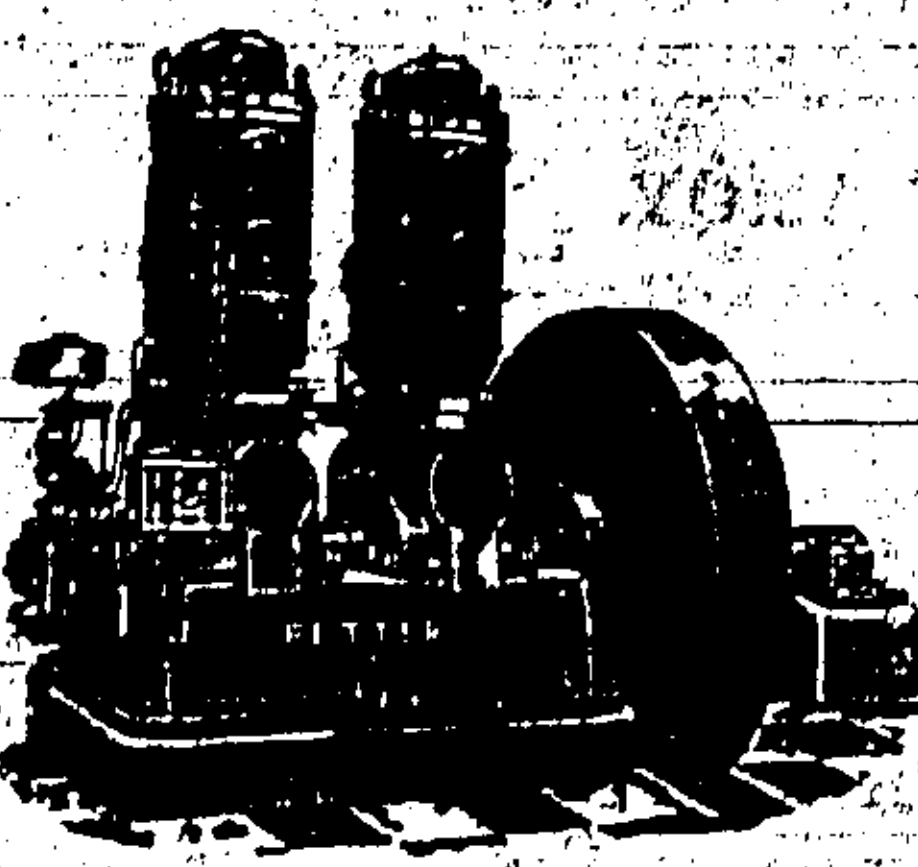
Types of "COMMANDER" Smokers.

This advertisement is issued by Westminister Tobacco Co., Ltd.

JAVA-CHINA-JAPAN LIJN
REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
HAIYANG	JAVA	28th June	28th June	SCERABAIA
TJIPANAS	JAVA	28th June	4th July	SAIGON
TJISALAK	JAVA	10th July	16th July	JAPAN
TJIMANOEK	JAPAN	16th July	19th July	JAVA
TJILIWONG	JAVA	19th July	24th July	SHANGHAI

* Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN.
Telephone No. 1874.
York Building, 1st Floor.

VICKERS-PETTER
SEMI-DIESEL CRUDE OIL ENGINES

SIMPLICITY—
RELIABILITY—
ECONOMY—
A STANDARD SERIES.

FOR WORK ON CRUDE & RESIDUAL OILS OR REFINED PETROLEUM MANUFACTURED FOR BOTH MARINE AND LAND

100 H